OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START

OF

ROLL

ROLL

250

AGENCY NAME: ODot Support Services

SERIES TITLE:

Contracts

FIRST RECORD ON REEL:

Contract # 9830

REDUCTION RATIO: 21X

1984 SE 199th Ave.-SE Main 9830
Sec, E. Burnside Rd. in Gresham
(grading, paving, signals)

9830

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE: 4/19/91**

COUNTY: Multnomah **AGREEMENT NO.: 6045** **PROJECT NO.: 1X-M-9822 3.7.9**

CONTRACT NO.: 9830 **SECTION: SE 199th Avenue - Main Aveune, E. Burnside Road**

PRELIMINARY ENGINEERING EA No. C326 - 1949 M-9822 (3)

	Participating	Nonparticipating
Engineering by County	$ 131,866.44	$
Engineering by DBH Acoustics	6,743.62	
Engineering by State		
Project Manager	8,792.39	107.47
Citizen Involvement	282.37	356.84
Final Design	2,368.38	
Bridge Design	472.34	
Preliminary Design	107.46	
Right-of-Way Descriptions	1,467.76	
Field Geology	6,023.32	
Traffic Engineering	1,402.35	
Landscape Design	521.18	
Right-of-Way Liaison	1,145.65	
Utility Liaison	144.53	
Program Section	234.91	
Specifications	3,761.28	
Environmental Studies	3,815.19	134.24
Base Design	886.14	
Public Hearing	165.55	
Technical Services	51.06	
Audit	611.49	
Total	$ 170,863.41	$ 598.55
Less Federal Funds	-146,600.81	
Less State Match	-12,131.30	
Balance of Cost	12,131.30	598.55
Total County Share	$ 12,729.85	
Less Credit for Work Performed by County	-9,841.33	
Less Advance Deposit AD # 84-47	-1,470.00	
BALANCE DUE FROM COUNTY	$ 1,418.52	

Right-of-Way EA No. C326-2592 IX-9822 (7)

	Participating	NonParticipating
Net Cost of Land	$ 143,010.00	$
Structures Costs	43,628.56	
Landscape Costs	17,085.00	
Appraisal Expenses	17,629.40	
Grants to Local Governments	2,060.68	
Payments to Contractors	2,150.00	
Taxes	1,277.34	-0.33
Negotiation Expenses	10,408.34	
Relocation Costs	14,971.25	
Title Costs	3,667.76	
Legal Expenses	438.40	4.48
Demolition Costs	90.67	
Property Management	679.98	
R/W Descriptions	242.96	
Program Section	28.70	
R/W Office Expenses	4,233.78	
R/W Liaison	9.25	
Sale of Property	55.27	
Personal Leave		201.21
Total	$ 261,667.34	$ 205.36
Less State Match (60%)	-23,550.07 *	
Less State Nonparticipating		-201.21
Balance of Cost	$ 15,700.04	4.15
Total County Share	$ 15,704.19	
Less Advance Deposits AD * 82-104	-13,500.00	
Balance Due from County	$ 2,204.19	

CONSTRUCTION CONTRACT NO. 9830 IX-M 9822 (9)

	Participating	Nonparticipating

Contract Payments	$ 1,937,422.76	$ 8,418.52
Interest Contract Payments		1,235.37
SFO *1 Stripping	10,241.33	
SFO *2 Signal Testing	4,793.96	
SFO *3 Signal Software	1,400.96	
SFO *4 Mounting Pole Height	3,923.86	
SFO *5 Furnish and Install Signs	819.88	
SFO *6 Drainage Work		-1,047.70
SFO *7 Permanent Signs	2,665.96	
Engineering by County	294,217.82	59,886.16
Engineering by State		
Project Manager		9,547.73
Materials Testing		25,845.15
Construction Section		3,378.51
Program Section		201.46
Accounting Section		134.43
Technical Services		733.52
Audit	446.50	
EEO Monitoring	183.47	
Total	$ 2,256,116.50	$ 108,333.15
Less Federal Funds		
FAU	$ -169,000.00	$
1X	-1,754,682.67	
Less State Match		
FAU	-11,391.97	
1X	-131,121.82 *	
Balance of Cost	$ 189,920.04	$ 108,333.15
Total County Share	$ 298,253.19	
Less Credit for Work Performed by County	-25,141.38	
Less City's Advance Deposits	-153,930.00	
BALANCE DUE FROM COUNTY	$ 119,181.81	

SUMMARY OF BALANCE DUE FROM COUNTY

	$ 1,418.52
Right-of-Way	2,204.19
Construction	119,181.81
Total Balance Due	$ 122,804.52

* The State by agreement will contribute 60% of the match for $1,460,790.00 federal 1X funds
SS001.MS

9830

4-15-91

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PAGE      1

                          JOB COST SUMMARY RUN ON  04-15-91
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 04/13/91
                            FOR EXPENDITURE ACCOUNT C09830
                                             CREW   MSA             CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD            MONTH            DATE
--       ------ -------- ---------- ------ -----           -------        ----------
C09830    000    010      001        0813                                  2,132.17
C09830    000    010      001        0821                                    950.48
OBJ-DETAIL 001                                                             3,082.65 - const

C09830    000    010      030        0813                                    193.30
OBJ-DETAIL 030                                                               193.30 - const

                                                                           3,275.95 SUBTOTAL
ACTIVITY   010

C09830    000    899      001        0521                                     10.09 - account
C09830    000    899      001        8214                                     64.02 - pm
OBJ-DETAIL 001                                                                74.11

C09830    000    899      300        9901                                    369.85 contract
OBJ-DETAIL 300                                                               369.85 .

C09830    000    899      302        R
OBJ-DETAIL 302

C09830    000    899      504        2100                                     56.40
OBJ-DETAIL 504                                                                56.40 - pm

C09830    000    899      548        8200                                     85.20
C09830    000    899      548        8214                                    277.65
OBJ-DETAIL 548                                                               362.85 - pm

C09830    000    899      550        8200                                     14.00
C09830    000    899      550        8214                                     91.40
C09830    000    899      550        8215                                    107.20
OBJ-DETAIL 550                                                               212.60 - pm

C09830    000    899      551        8215                                    125.00
OBJ-DETAIL 551                                                               125.00 - pm

C09830    000    899      555        0521                                     36.89
C09830    000    899      555        0531                                      8.43
OBJ-DETAIL 555                                                                45.32 . account

                                                                           1,246.13 SUBTOTAL
ACTIVITY   899

C09830    000    900      001        1083                                  3,778.79
C09830    000    900      001        1094                                    883.50
C09830    000    900      001        8045                                     66.15

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                    JOB COST SUMMARY RUN ON  04-15-91
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 04/13/91
                     FOR EXPENDITURE ACCOUNT C09830
                                         CREW   MSA         CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH             DATE
--       ------ -------- ---------- ------ -----        -------        ----------
OBJ-DETAIL 001                                                          4,728.44

C09830    000     900       030      1094                                  23.85
OBJ-DETAIL 030                                                             23.85

C09830    000     900       341      9901                              47,900.71
OBJ-DETAIL 341                                                         47,900.71

C09830    000     900       548      1094                                  23.40
OBJ-DETAIL 548                                                             23.40

C09830    000     900       550      1094                                 194.40
OBJ-DETAIL 550                                                            194.40

C09830    000     900       551      1094                               1,972.00
C09830    000     900       551      8030                                  39.00
C09830    000     900       551      8214                                  41.64
OBJ-DETAIL 551                                                          2,052.64

C09830    000     900       598      9901                             -10,239.35
OBJ-DETAIL 598                                                        -10,239.35

ACTIVITY   900                                                         44,684.09 SUBTOTAL -P.M

C09830    000     901       001      7363                                 168.66
OBJ-DETAIL 001                                                            168.66

C09830    000     901       504      7363                                  98.98
OBJ-DETAIL 504                                                             98.98

ACTIVITY   901                                                           ✓267.64 SUBTOTAL-tech

C09830    000     914       001      7700                                  28.34
OBJ-DETAIL 001                                                             28.34

ACTIVITY   914                                                             28.34 SUBTOTAL-utility tech

C09830    000     920       001      0631                                 152.00
OBJ-DETAIL 001                                                            152.00

ACTIVITY   920                                                           ✓152.00 SUBTOTAL-program

C09830    000     940       001      8214                               2,585.47

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                    JOB COST SUMMARY RUN ON  04-15-91
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 04/13/91
                       FOR EXPENDITURE ACCOUNT C09830

                                         CREW   MSA        CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH             DATE
--        ------ -------- ---------- ------ -----        -------         ----------
C09830    000    940      001        8221                                     15.76
OBJ-DETAIL 001                                                              2,601.23

C09830    000    940      030        8214                                     46.41
OBJ-DETAIL 030                                                                46.41

C09830    000    940      551        1000                                    517.00
C09830    000    940      551        1094                                  2,061.00
C09830    000    940      551        8026                                     21.00
C09830    000    940      551        8200                                    249.00
C09830    000    940      551        8214                                  1,444.64
C09830    000    940      551        8215                                     88.00
C09830    000    940      551        9997                                    294.00
OBJ-DETAIL 551                                                              4,674.64

ACTIVITY   940                                                              ✓1,322.28 SUBTOTAL-Mat'l

SUB-JOB    000 SUBTOTAL                                                    56,976.43

C09830    001    899      349        1000                                  1,235.37
OBJ-DETAIL 349                                                              1,235.37

ACTIVITY   899                                                              ✓1,235.37 SUBTOTAL-interest N.P

SUB-JOB    001 SUBTOTAL                                                     1,235.37

C09830    010    201      300        0100                                    552.06
OBJ-DETAIL 300                                                                552.06

ACTIVITY   201                                                               ✓552.06 SUBTOTAL - contact N.P.

C09830    010    899      199        0100                                      1.25
OBJ-DETAIL 199                                                                  1.25 — P.M N.P

C09830    010    899      299        0521                                 18,516.04 ***
C09830    010    899      299        1000                                -16,789.73 *** local N.P.
OBJ-DETAIL 299                                                              1,726.31 —

C09830    010    899      300        0100                                  5,245.61
OBJ-DETAIL 300                                                             ✓5,245.61 . contact N.P

C09830    010    899      302        R

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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JOB COST SUMMARY RUN ON 04-15-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 04/13/91
FOR EXPENDITURE ACCOUNT C09830

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL 302								
ACTIVITY 899							~~6,973.17~~	SUBTOTAL
C09830	010	900	341	9901			3,893.62	
OBJ-DETAIL 341							3,893.62	-Local N.P.
C09830	010	900	598	0523			86,388.13	
C09830	010	900	598	9901			9,290.80	
OBJ-DETAIL 598							95,678.93	
ACTIVITY 900							99,572.55	SUBTOTAL -PM N.P.
SUB-JOB	010 SUBTOTAL						~~107,097.78~~	
C09830	011	010	001	0521			30.28	
OBJ-DETAIL 001							30.28	
ACTIVITY 010							✓30.28	SUBTOTAL -account
C09830	011	050	001	0500			310.26	
C09830	011	050	001	0570			116.43	
OBJ-DETAIL 001							426.69	
ACTIVITY 050							✓426.69	SUBTOTAL - Audit
C09830	011	140	341	1010	SF01		8,168.68	
OBJ-DETAIL 341							8,168.68	
ACTIVITY 140							✓8,168.68	SUBTOTAL -SFO #1
C09830	011	142	342	1010	SF		2,665.96	
OBJ-DETAIL 342							2,665.96	
ACTIVITY 142							✓2,665.96	SUBTOTAL -SFO7
C09830	011	144	342	1010	SF		793.96	
OBJ-DETAIL 342							793.96	
ACTIVITY 144							✓793.96	SUBTOTAL SFO2
C09830	011	159	490	1010	SF		1,000.00	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

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                    JOB COST SUMMARY RUN ON  04-15-91
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 04/13/91
                      FOR EXPENDITURE ACCOUNT C09830

                                          CREW   MSA          CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--       ------ -------- ---------- ------ -----          -------       ----------
                                                                          1,000.00
OBJ-DETAIL 490
                                                                         1,000.00 SUBTOTAL - SFO #2
ACTIVITY   159

C09830    011    201        300      0100                                 -4,149.46
C09830    011    201        300      0631                               -164,450.05
C09830    011    201        300      8014                                  7,039.00
OBJ-DETAIL 300                                                          -161,560.51

ACTIVITY   201                                                          -161,560.51 SUBTOTAL - contract

C09830    011    899        001      0521                                      5.39
OBJ-DETAIL 001                                                                 5.39 - account

C09830    011    899        130      1000                                      5.37
OBJ-DETAIL 130                                                                 5.37 - pm

C09830    011    899        192      1000                                      1.16
OBJ-DETAIL 192                                                                 1.16 - pm

C09830    011    899        199      0100                                     47.45
OBJ-DETAIL 199                                                                47.45 - pm

C09830    011    899        299      1000                              1,110,927.97 ***
C09830    011    899        299      1010                                  2,391.57 ***
OBJ-DETAIL 299                                                         1,113,319.54

C09830    011    899        300      0100                                978,781.87
C09830    011    899        300      9901                                   -369.85
OBJ-DETAIL 300                                                           978,412.02 - contract

C09830    011    899        302      R                                    48,270.56
OBJ-DETAIL 302                                                            48,270.56 - contract

C09830    011    899        341      1010   SF01                           2,072.65
OBJ-DETAIL 341                                                             2,072.65 - SFO #1

C09830    011    899        598      0631
OBJ-DETAIL 598

ACTIVITY   899                                                         2,142,134.14 SUBTOTAL

C09830    011    900        130      2100                                     22.40

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  04-15-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 04/13/91
                           FOR EXPENDITURE ACCOUNT C09830

                                              CREW    MSA           CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--         ------ -------- ---------- ------ -----         -------        ----------
OBJ-DETAIL 130
                                                                                   22.40

C09830    011      900       341        0631                                  -3,437.73
C09830    011      900       341        1000                                 124,255.41
C09830    011      900       341        1010                                  43,094.02
C09830    011      900       341        9901                                 -51,794.33
OBJ-DETAIL 341                                                               112,117.37-local

C09830    011      900       598        0523                                 -86,388.13
C09830    011      900       598        0631                                   8,705.87
C09830    011      900       598        9901                                     948.55
OBJ-DETAIL 598                                                               -76,733.71-pm

ACTIVITY   900                                                               ~~35,406.06~~ SUBTOTAL

C09830    011      901       001        0521                                       8.74
OBJ-DETAIL 001                                                                     8.74-account

C09830    011      901       341        1010                                     609.67
OBJ-DETAIL 341                                                                   609.67-local

ACTIVITY   901                                                                   ~~618.41~~ SUBTOTAL

C09830    011      990       001        0521                                      34.61
OBJ-DETAIL 001                                                                    34.61

ACTIVITY   990                                                                    34.61 SUBTOTAL-account

SUB-JOB     011 SUBTOTAL                                                    ~~2,029,718.28~~

C09830    021      899       597        0631
OBJ-DETAIL 597

C09830    021      899       598        0631
OBJ-DETAIL 598

ACTIVITY   899                                                                            SUBTOTAL

C09830    021      900       341        0631                                 -23,896.22
C09830    021      900       341        1000                                  10,239.35
OBJ-DETAIL 341                                                               -13,656.87-local

C09830    021      900       598        0631                                  -8,705.87

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  04-15-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 04/13/91
                           FOR EXPENDITURE ACCOUNT C09830

                                          CREW   MSA          CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL   NUMBER FIELD          MONTH          DATE
--        ------ -------- ----------   ------ -----         -------      ----------
OBJ-DETAIL 598                                                           -8,705.87 - pm

ACTIVITY   900                                                          ~~-22,362.74~~ SUBTOTAL

SUB-JOB    021 SUBTOTAL                                                 ~~-22,362.74~~

C09830   031    201      300          0631                              164,450.05
C09830   031    201      300          8014                               -7,039.00
OBJ-DETAIL 300                                                          157,411.05

ACTIVITY   201                                                         ✓157,411.05 SUBTOTAL - contract

C09830   031    899      598          0631
OBJ-DETAIL 598

ACTIVITY   899                                                                     SUBTOTAL

C09830   031    900      341          0631                               27,333.95
C09830   031    900      341          1000                                7,039.53
OBJ-DETAIL 341                                                           34,373.48

ACTIVITY   900                                                          ✓34,373.48 SUBTOTAL local

SUB-JOB    031 SUBTOTAL                                                 ~~191,784.53~~

EA         C09830 TOTAL                                               ~~2,364,449.65~~

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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9830

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-25-91

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Or 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-9822(7)

VOUCHER PERIOD
FROM 12-16-82
TO 01-24-90

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
261,872.70	261,667.34	85%	222,417.23	222,417.23	0

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY

DATE

SIGNATURE OF AUTHORIZED OFFICIAL

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-76)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. STARK ST. - S.E. 23rd AVE. (GRESHAM) SECTION					
	COUNTY ROAD IN MULTNOMAH COUNTY					
	TYPE CODE ROWA					
	Right-of-way (Sta. 288+35.31 to Sta. 362+62.32)					
	Right of Way	All Required			$261,667.34	
	NON PARTICIPATING PROJECT COST					
	Right-of-Way	All Required			205.36	
	TOTAL PROJECT COST				$261,872.70	
	AMOUNT CARRIED FORWARD					

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                         JOB COST SUMMARY RUN ON  04-15-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 04/13/91
                          FOR EXPENDITURE ACCOUNT C3262592

                                            CREW   MSA          CURRENT       BALANCE TO
EA           SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--           ------ -------- ---------- ------ -----          -------      ----------
C3262592 000      010      504         7781                                      1.95
OBJ-DETAIL 504                                                                   1.95

ACTIVITY    010                                                                  1.95 SUBTOTAL - prop. manage

C3262592 000      286      001         7700                                     16.01
OBJ-DETAIL 001                                                                  16.01

ACTIVITY    286                                                                 16.01 SUBTOTAL - office

C3262592 000      407      001         7740                                      9.73
OBJ-DETAIL 001                                                                   9.73

ACTIVITY    407                                                                  9.73 SUBTOTAL - appraisal

C3262592 000      414      001         7740                                    383.36
OBJ-DETAIL 001                                                                 383.36

C3262592 000      414      550         7740                                     15.00
OBJ-DETAIL 550                                                                  15.00

ACTIVITY    414                                                                398.36 SUBTOTAL - negotiation

C3262592 000      420      001         7700                                     55.27
OBJ-DETAIL 001                                                                  55.27

ACTIVITY    420                                                                 55.27 SUBTOTAL - conduct sale

C3262592 000      910      030         7111                                    143.05
OBJ-DETAIL 030                                                                 143.05

ACTIVITY    910                                                                143.05 SUBTOTAL - R/W Desc

SUB-JOB     000 SUBTOTAL                                                       624.37

C3262592 010      899      299         0100                                    205.36 ***
OBJ-DETAIL 299                                                                 205.36

ACTIVITY    899                                                                205.36 SUBTOTAL

SUB-JOB     010 SUBTOTAL                                                       205.36

C3262592 011      899      299         0100                                261,042.97 ***

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  04-15-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 04/13/91
                           FOR EXPENDITURE ACCOUNT C3262592

                                          CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--        ------ -------- ---------- ------ -----          -------       ----------
OBJ-DETAIL 299                                                           261,042.97

ACTIVITY   899                                                           261,042.97 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                  261,042.97

EA         C3262592 TOTAL                                                261,872.70


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	326	2587	407	00	P	1			607.95	
	326	2587	412	00	P	1			958.03	
	326	2587	412	00	N	1			73.14	
	326	2587	413	00	P	1			33.33	
	326	2587	413	00	N	1			21.35	
	326	2587	414	00	P	1			1,923.97	
	326	2587	419	00	P	1			500.00CR	
	326	2587	426	00	P	1			21.69	
	326	2587	430	00	P	1			24.54	
	326	2587	930	00	P	1			1,022.94	
	326	2587	950	00	P	1			168.49	
			TOT		P1				133,360.94	
			TOT		N1				94.49	
			** JOB TOTALS **				**	**	133,455.43 **	
SE STARK ST-SE 223RD AVE	CONT NO		FA PROJ NOS X10 9822007 100							STATE
	326	2592	296	00	N	9		23,414.09CR	~~235,389.09CR~~	
	326	2592	297	00	N	9			~~13,500.00~~	
	326	2592	298	00	N	9		23,414.09	~~221,889.09~~	
	326	2592	401	00	P	1			143,010.00	land
	326	2592	403	00	P	1			43,628.56	Buildings
	326	2592	404	00	P	1			17,085.00	Landscape
	326	2592	407	00	P	1			13,885.47	Appraisal
	326	2592	409	00	P	1	1.07CR	245.29	2,060.68	Grants to Locals
	326	2592	410	00	P	1			2,150.00	Payments to Contractors
	326	2592	411	00	P	1			325.06	tax
	326	2592	412	00	P	1		51.90	3,667.76	title
	326	2592	413	00	P	1		198.48	952.28	tax
	326	2592	413	00	N	1			.33CR	tax N.P.
	326	2592	414	00	P	1			10,009.98	Negotiation
	326	2592	415	00	P	1	.47CR	104.88	428.11	relocation
	326	2592	426	00	P	1		9.00	438.40	legal
	326	2592	426	00	N	1			4.48	legal N.P
	326	2592	427	00	P	1			90.67	demolition
	326	2592	428	00	P	1			678.03	property management
	326	2592	430	00	P	1			3,734.20	appraisal
	326	2592	470	00	P	1	.53CR	116.45	788.14	relocation
	326	2592	713	00	P	1			13,755.00	relocation
	326	2592	909	00	P	1			99.91	R/W Desc
	326	2592	913	00	P	1			9.25	Liaison
	326	2592	920	00	P	1	.07CR	15.07	28.70	Program
	326	2592	930	00	P	1	.88CR	194.55	4,217.77	office
	326	2592	960	00	N	1			201.21	personal leave N.P
			TOT		P1		3.02CR	935.62	261,042.97	
			TOT		N1				205.36	
			** JOB TOTALS **				3.02CR**	935.62 **	261,248.33 **	
NW KITTRIDGE-NW 29TH AVE	CONT NO		FA PROJ NOS X10 9296003 100							STATE
	326	2593	296	00	N	9	20.91CR	34,944.11CR	61,972.06CR	

9830

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. [illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-31-90

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

STATE
Oregon 97310

PAID BY

(For use of Paying Office)

VOUCHER TYPE (Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 05 02 84
TO 03 16 88

FEDERAL AID PROJECT NO.
IX M 9822 (9)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
2,102,550.41 70,115.30 191,783.94	1,994,217.26 70,115.30 191,783.94	85.00 85.00 88.12	1,695,084.67 59,598.00 169,000.00	1,695,084.67 59,598.00 169,000.00	
2,364,449.65	2,256,116.50		1,923,682.67	1,923,682.67	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations, and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
12/31/90

SIGNATURE OF AUTHORIZED OFFICIAL
Robert E Warburg
ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

SE 199TH AVE MAIN AVE GRESHAM SECTION
E BURNSIDE ROAD
MULTNOMAH COUNTY

CONSTRUCTION
TYPE CODE I000
ROADWAY

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$1,827,222.76
W36 157,410.46		
177 54,816.68		
580 1,614,995.62		
SFO 1 STRIPING 580 (MULT CO)	ALL REQUIRED	$10,241.33✓
SFO 5 FURNISH AND INSTALL SIGNS 580 MULT CO	ALL REQUIRED	819.88✓
SFO 7 PERMANENT SIGNS MULT CO.	ALL REQUIRED	2,665.96✓
EEO MONITORING COST 580	ALL REQUIRED	183.47✓
TOTAL TYPE CODE IOOO		1,841,133.40

1,937,422.76

TYPE CODE Y030
ILLUMINATION

FINAL CONTRACT PAYMENT SUMMARY 580	LUMP SUM	10,450.00
SFO 4 MOUNTING POLE HEIGHT (PGE) 580	ALL REQUIRED	3,923.86✓
TOTAL TYPE CODE Y030		14,373.86

TYPE CODE Y031
SIGNALS 3 LOCATIONS

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	99,750.00
SFO 2 SIGNAL TEST AND TURN ON		
WORK BY MULT CO580	ALL REQUIRED	793.96✓
WORK BY STATE 580	ALL REQUIRED	4,000.00✓
SFO 3 SOFTWARE PROGRAM STATE 589	ALL REQUIRED	1,400.96✓
TOTAL TYPE CODE Y031		105,944..92

CONSTRUCTION ENGINEERING

WORK BY MULTNOMAH CO.	ALL REQUIRED	$294,217.82
W36 34,373.48		
580 244,545.72		
177 15,298.62		

MISCELLANEOUS PROJECT COST

AUDIT EXPENSE	ALL REQUIRED	446.50

TOTAL PARTICIPATING COST		$2,256,116.50
NON-PARTICIPATING PROJECT COST		
CONSTRUCTION ENGINEERING STATE 39,838.80 MULTNOMAH CO 59,886.16	ALL REQUIRED	$99,726.96
FINAL CONTRACT PAYMENT SUMMARY	LUNP SUM	8,418.52
INTEREST ON FINAL PAYMENTS	ALL REQUIRED	1,235.37
SFO 6 DRAINAGE WORK	ALL REQUIRED	(1,047.70)
TOTAL NONPARTICIPATING COST		$108,333.15
TOTAL PROJECT COSTS		$2,364,449.65

IX M 9822 (9)

ALL REQUIRED AUDIT CONDUCTED, ANY ADJUSTMENTS HAVE BEEN MADE

City Credit

$328,962.60 ÷ .929 = 354,103.98

- 328,962.60

25,141.38

9830

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE

~~CITY~~: Multnomah County AGREEMENT NO: 6045 PROJECT NO: IX-M-9822 3.7.9

CONTRACT NO: 9830 SECTION: SE 199th Ave - Main Ave
E. Burnside Road

Preliminary Engineering EA No. C326-1947 M-9822 (3)

		Participating	Nonparticipating
Engineering By County		131,866.44	
" " DBH Acoustics		6,743.62	
Engineering By State			
Project Manager		8,792.39	107.47
Citizen Involvement		282.37	356.84
Final Design		2,368.38	
Bridge Design		472.34	
Preliminary Design		107.46	
Right of Way Descriptions		1,467.76	
Field Geology		6,023.32	
Traffic Engineering		1,402.35	
Landscape Design		521.18	
Right of Way Liaison		1,145.65	
Utility Liaison		144.53	
Program Section		234.91	
Specifications		3,761.28	
Environmental Studies		3,815.19	134.24
Base Design		886.14	
Public Hearing		165.55	
Technical Services		51.06	
Audit		611.49	
		170,863.41	598.55
Less Federal Funds		-146,600.81	
Less State Match		-12,131.30	
Balance of Cost		12,131.30	598.55
Total County Share.	12,729.85		
Less Credit for Work Performed By County	-9,841.33		

Less Advance Deposit AD# 84-47	- 1,470.00		
Balance Due From County	1,418.52		

Right-of-Way EA No C 326-2592 1X-9822 (7)

	Participating	Nonparticipating
Net Cost of Land	143,010.00	
Structures Costs	43,628.56	
Landscape Costs	17,085.00	
Appraisal Expenses	17,629.40	
Grants to Local Governments	2,060.68	
Payments to Contractors	2,150.00	
Taxes	1,277.34	-.33
Negotiation Expenses	10,408.34	
Relocation Costs	14,971.25	
Title Costs	3,667.76	
Legal Expenses	438.40	4.48
Demolition Costs	90.67	
Property Management	679.98	
R/W Descriptions	242.96	
Program Section	28.70	
R/W Office Expenses	4,233.78	
R/W Liaison	9.25	
Sale of Property	55.27	
Personal Leave		201.21
Total	261,667.34	205.36
Less Federal Funds	-222,417.23	
Less State Match (60%)	-23,550.07 *	
Less State Nonparticipating		-201.21

Balance of Cost		15700.04	4.15
Total County Share	15,704.19		
Less Advance Deposits AD# 82-104	-13,500.00		
Balance Due From County	2,204.19		

Construction Contract No 9830 IX-M 9822 (9)

	Participating	Nonparticipating
Contract Payments	1,937,422.76	8,418.52
Interest on Contract Payments		1,235.37
SFO #1 Striping	10,241.33	
SFO #2 Signal Testing	4,793.96	
SFO #3 Signal Software	1,400.96	
SFO #4 Mounting Pole Height	3,923.86	
SFO #5 Furnish & Install Signs	819.88	
SFO #6 Drainage Work		-1,047.70
SFO #7 Permanent Signs	2,665.94	
Engineering By County	294,217.82	59,806.16
Engineering By State		
Project Manager		9,547.73
Materials Testing		25,845.15
Construction Section		3,378.51
Program Section		201.46
Accounting Section		134.43
Technical Services		733.52
Audit	446.50	
EEO Monitoring	183.47	
Total	2,256,116.50	108,333.15

Less Federal Funds			
FAU		-169,000.00	
IX		-1,754,682.67	
Less State Match			
FAU		-11,391.97	
IX		-131,121.82 *	
Balance of Cost		189,920.04	108,333.15
Total County Share	298,253.19		
Less Credit for Work Performed By County	-25,141.38		
Less Advance Deposit	-153,930.00		
Balance Due From County	119,181.81		

SUMMARY OF BALANCE DUE FROM COUNTY

Preliminary Engineering	1,418.52
Right-of-Way	2,204.19
Construction	119,181.81
Total Balance Due	122,804.52

* The state by agreement will contribute
60% of the match for $1,460,790.00 federal IX funds.

9830

9-25-90

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PAGE      1

                         JOB COST SUMMARY RUN ON  09-25-90
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 09/22/90
                            FOR EXPENDITURE ACCOUNT C09830

                                         CREW   MSA          CURRENT       BALANCE TO
EA      SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--      ------ -------- ---------- ------ -----         -------       ----------
C09830   000    010      001        0813                                 2,132.17
C09830   000    010      001        0821                                   950.48
OBJ-DETAIL 001                                                           3,082.65

C09830   000    010      030        0813                                   193.30
OBJ-DETAIL 030                                                             193.30

ACTIVITY   010                                                           3,275.95 SUBTOTAL

C09830   000    899      001        0521                                    10.09
C09830   000    899      001        8214                                    64.02
OBJ-DETAIL 001                                                              74.11

C09830   000    899      300        9901                                   369.85
OBJ-DETAIL 300                                                             369.85

C09830   000    899      302        R
OBJ-DETAIL 302

C09830   000    899      504        2100                                    56.40
OBJ-DETAIL 504                                                              56.40

C09830   000    899      548        8200                                    85.20
C09830   000    899      548        8214                                   277.65
OBJ-DETAIL 548                                                             362.85

C09830   000    899      550        8200                                    14.00
C09830   000    899      550        8214                                    91.40
C09830   000    899      550        8215                                   107.20
OBJ-DETAIL 550                                                             212.60

C09830   000    899      551        8215                                   125.00
OBJ-DETAIL 551                                                             125.00

C09830   000    899      555        0521                                    36.89
C09830   000    899      555        0531                                     8.43
OBJ-DETAIL 555                                                              45.32

ACTIVITY   899                                                           1,246.13 SUBTOTAL

C09830   000    900      001        1083                                 3,778.79
C09830   000    900      001        1094                                   883.50
C09830   000    900      001        8045                                    66.15

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                    JOB COST SUMMARY RUN ON  09-25-90
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 09/22/90
                      FOR EXPENDITURE ACCOUNT C09830

                                         CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL    NUMBER FIELD          MONTH           DATE
--        ------ -------- ----------    ------ -----         -------      ----------
OBJ-DETAIL 001
                                                                           4,728.44

C09830    000    900      030           1094
OBJ-DETAIL 030                                                                23.85
                                                                              23.85

C09830    000    900      341           9901
OBJ-DETAIL 341                                                            47,900.71
                                                                          47,900.71

C09830    000    900      548           1094
OBJ-DETAIL 548                                                                23.40
                                                                              23.40

C09830    000    900      550           1094
OBJ-DETAIL 550                                                               194.40
                                                                             194.40

C09830    000    900      551           1094
C09830    000    900      551           8030                                1,972.00
C09830    000    900      551           8214                                   39.00
OBJ-DETAIL 551                                                                41.64
                                                                           2,052.64

C09830    000    900      598           9901
OBJ-DETAIL 598                                                           -10,239.35
                                                                         -10,239.35

ACTIVITY   900
                                                                          44,684.09 SUBTOTAL

C09830    000    901      001           7363
OBJ-DETAIL 001                                                               168.66
                                                                             168.66

C09830    000    901      504           7363
OBJ-DETAIL 504                                                                98.98
                                                                              98.98

ACTIVITY   901
                                                                             267.64 SUBTOTAL

C09830    000    914      001           7700
OBJ-DETAIL 001                                                                28.34
                                                                              28.34

ACTIVITY   914
                                                                              28.34 SUBTOTAL

C09830    000    920      001           0631
OBJ-DETAIL 001                                                               152.00
                                                                             152.00

ACTIVITY   920
                                                                             152.00 SUBTOTAL

C09830    000    940      001           8214
                                                                           2,585.47

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  09-25-90
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 09/22/90
                           FOR EXPENDITURE ACCOUNT C09830

                                           CREW   MSA         CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----         -------        ----------
C09830    000    940      001        8221                                     15.76
OBJ-DETAIL 001                                                             2,601.23

C09830    000    940      030        8214                                     46.41
OBJ-DETAIL 030                                                                46.41

C09830    000    940      551        1000                                    517.00
C09830    000    940      551        1094                                  2,061.00
C09830    000    940      551        8026                                     21.00
C09830    000    940      551        8200                                    249.00
C09830    000    940      551        8214                                  1,444.64
C09830    000    940      551        8215                                     88.00
C09830    000    940      551        9997                                    294.00
OBJ-DETAIL 551                                                             4,674.64

ACTIVITY   940                                                             7,322.28 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                   56,976.43

C09830    001    899      349        1000                                  1,235.37
OBJ-DETAIL 349                                                             1,235.37

ACTIVITY   899                                                             1,235.37 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                    1,235.37

C09830    010    201      300        0100                                    552.06
OBJ-DETAIL 300                                                               552.06

ACTIVITY   201                                                               552.06 SUBTOTAL

C09830    010    899      199        0100                                      1.25
OBJ-DETAIL 199                                                                 1.25

C09830    010    899      299        0521                                 18,516.04 ***
C09830    010    899      299        1000                                -16,789.73 ***
OBJ-DETAIL 299                                                             1,726.31

C09830    010    899      300        0100                                  5,245.61
OBJ-DETAIL 300                                                             5,245.61

C09830    010    899      302 Retainage R

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  09-25-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 09/22/90
                           FOR EXPENDITURE ACCOUNT C09830

                                        CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----        -------     ----------
OBJ-DETAIL 302

ACTIVITY   899                                                        6,973.17 SUBTOTAL

C09830   010    900       341        9901                             3,893.62 Pmt to
OBJ-DETAIL 341                                                        3,893.62 local govt

C09830   010    900 Proj. 598        0523 >acctg. Lump Sum           86,388.13
C09830   010    900 Eng.  598        9901       Transfers           10,239.35
OBJ-DETAIL 598                                                       96,627.48

ACTIVITY   900                                                      100,521.10 SUBTOTAL Lump Sum Engineering

SUB-JOB    010 SUBTOTAL                                             108,046.33

C09830   011    010       001        0521                                 30.28
OBJ-DETAIL 001                                                           30.28

ACTIVITY   010                                                           30.28 SUBTOTAL

C09830   011    050       001        0500                               310.26
C09830   011    050       001        0570                               116.43
OBJ-DETAIL 001                                                          426.69

ACTIVITY   050                                                          426.69 SUBTOTAL

C09830   011    140       341        1010   SF01                      8,168.68
OBJ-DETAIL 341                                                        8,168.68

ACTIVITY   140                                                        8,168.68 SUBTOTAL Pmt

C09830   011    142       342        1010   SF                        2,665.96
OBJ-DETAIL 342                                                        2,665.96

ACTIVITY   142                                                        2,665.96 SUBTOTAL

C09830   011    144       342        1010   SF                          793.96
OBJ-DETAIL 342                                                          793.96

ACTIVITY   144                                                          793.96 SUBTOTAL

C09830   011    159       490        1010   SF                        1,000.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                     JOB COST SUMMARY RUN ON  09-25-90
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 09/22/90
                        FOR EXPENDITURE ACCOUNT C09830

                                         CREW   MSA        CURRENT      BALANCE TO
EA      SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       MONTH           DATE
--      ------ -------- ---------- ------ -----       -------      ----------
OBJ-DETAIL 490
                                                                     1,000.00
ACTIVITY   159
                                                                     1,000.00 SUBTOTAL
C09830   011    201      300        0100
C09830   011    201      300        0631                            -4,149.46
OBJ-DETAIL 300                                                    -164,450.05
                                                                  -168,599.51
ACTIVITY   201
                                                                  -168,599.51 SUBTOTAL
C09830   011    899      001        0521
OBJ-DETAIL 001                                                           5.39
                                                                         5.39
C09830   011    899      130        1000
OBJ-DETAIL 130                                                           5.37
                                                                         5.37
C09830   011    899      192        1000
OBJ-DETAIL 192                                                           1.16
                                                                         1.16
C09830   011    899      199        0100
OBJ-DETAIL 199                                                          47.45
                                                                        47.45
C09830   011    899      299        1000
C09830   011    899      299        1010                         1,110,927.97 ***
OBJ-DETAIL 299                                                       2,391.57 ***
                                                                 1,113,319.54
C09830   011    899      300        0100
C09830   011    899      300        9901                           978,781.87
OBJ-DETAIL 300                                                        -369.85
                                                                   978,412.02
C09830   011    899      302        R
OBJ-DETAIL 302                                                      48,270.56
                                                                    48,270.56
C09830   011    899      341        1010   SF01
OBJ-DETAIL 341                                                       2,072.65
                                                                     2,072.65
C09830   011    899      598        0631
OBJ-DETAIL 598

ACTIVITY   899
                                                                 2,142,134.14 SUBTOTAL
C09830   011    900      130        2100
                                                                        22.40

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  09-25-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 09/22/90
                           FOR EXPENDITURE ACCOUNT C09830

                                          CREW   MSA        CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH             DATE
--       ------ -------- ---------- ------ -----        -------        ----------
OBJ-DETAIL 130                                                                22.40

C09830   011    900      341        0631                                  -3,437.73
C09830   011    900      341        1000                                 141,534.29
C09830   011    900      341        1010                                  43,094.02
C09830   011    900      341        9901                                 -51,794.33
OBJ-DETAIL 341                                                           129,396.25

C09830   011    900      598        0523                                 -86,388.13
C09830   011    900      598        0631                                   8,705.87
OBJ-DETAIL 598                                                           -77,682.26

ACTIVITY   900                                                            51,736.39 SUBTOTAL

C09830   011    901      001        0521                                       8.74
OBJ-DETAIL 001                                                                 8.74

C09830   011    901      341        1010                                     609.67
OBJ-DETAIL 341                                                               609.67

ACTIVITY   901                                                               618.41 SUBTOTAL

C09830   011    990      001        0521                                      34.61
OBJ-DETAIL 001                                                                34.61

ACTIVITY   990                                                                34.61 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                2,039,009.61

C09830   021    899      597        0631
OBJ-DETAIL 597

C09830   021    899      598        0631
OBJ-DETAIL 598

ACTIVITY   899                                                                      SUBTOTAL

C09830   021    900      341        0631                                 -23,896.22
OBJ-DETAIL 341                                                           -23,896.22

C09830   021    900      598        0631                                  -8,705.87
OBJ-DETAIL 598                                                            -8,705.87


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                    JOB COST SUMMARY RUN ON  09-25-90
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 09/22/90
                     FOR EXPENDITURE ACCOUNT C09830

                                          CREW   MSA
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        CURRENT        BALANCE TO
--         ------ -------- ---------- ------ -----         MONTH            DATE
ACTIVITY   900                                            -------        ----------
                                                                         -32,602.09 SUBTOTAL
SUB-JOB    021 SUBTOTAL
                                                                         -32,602.09
C09830     031    201      300        0631
OBJ-DETAIL 300                                                           164,450.05
                                                                         164,450.05
ACTIVITY   201
                                                                         164,450.05 SUBTOTAL
C09830     031    899      598        0631
OBJ-DETAIL 598

ACTIVITY   899
                                                                                    SUBTOTAL
C09830     031    900      341        0631
OBJ-DETAIL 341                                                            27,333.95
                                                                          27,333.95
ACTIVITY   900
                                                                          27,333.95 SUBTOTAL
SUB-JOB    031 SUBTOTAL
                                                                         191,784.00
EA         C09830 TOTAL
                                                                       2,364,449.65

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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9830 m

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-162	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	8-25-89	County Multnomah
MODIFICATION NUMBER 5		Project Number IX-M-9822(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 19, 1984, is hereby modified as follows:

		Former amount	Revised amount	
Estimated total cost of project		$ 2,329,573.00	$ 2,270,573.00	
Federal funds	(W36)	$ 169,000.00	$ 169,000.00	(W36)
	(177)	59,598.00	59,598.00	(177)
Other revisions	(580)	1,757,521.00	1,707,370.00	(580)

This modification is made for the following reasons: To deobligate Appn Code 580 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of AUG, 1989.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 7, 1989

FEDERAL-AID PROJECT NO. IX-M-9822(9)

S.E. 199TH AVE.-MAIN AVE. (GRESHAM) SECTION
E. BURNSIDE ROAD
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. 287+67.50 TO STA. 359+00.75)

Subtotal from previous estimate of January 22, 1988	$ 1,933,771.84
Decrease in Construction Costs	59,000.00
Subtotal	$ 1,874,771.84
Engineering	263,149.16
Total	$ 2,137,921.00

TYPE CODE Y030
ILLUMINATION

Total from previous estimate of February 14, 1986	$ 11,730.00

TYPE CODE Y031
SIGNALS (3 LOCATIONS)

Total from previous estimate of February 14, 1986	$ 120,922.00

Length of Roadway .... 1.35 mi.
Cost of Roadway Per Mile...$1,583,645.19

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	PRO-RATA	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Roadway (Alt. "A")	W36	88.12	$ 191,784.00	$ 169,000.00	$ 11,392.00	$ 11,392.00
Roadway (Alt "A")	177	85.00	70,116.00	59,598.00	- - -	10,518.00
Roadway (Alt. "A")	580	85.00	1,876,021.00	1,594,617.00	118,190.00	163,214.00
Illumination	580	85.00	11,730.00	9,970.00	- - -	1,760.00
Signals	580	85.00	120,922.00	102,783.00	- - -	18,139.00
Total			$2,270,573.00	$ 1,935,968.00	$ 129,582.00	$ 205,023.00

Contract No. 9830
Prefix: C326-1949 P.E.
C09830

DCN:bkw

9830

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-34,35	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 4	2-11-88	Project Number IX-M-~~9022(9)~~ 9822(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 19, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$2,426,026	$2,329,573
Federal funds	304,598 (177) $1,757,521 (580)	269,000 (W36) $59,598 (177) 1,757,521 (580)
Other revisions		

This modification is made for the following reasons: To reflect a decrease in final costs and include W36 funds with a further reduction in Appn 177 funds requested by Multnomah County.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of FEB, 19 88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph A. Speight for
Manager, Program Section
(Title)

XXX For: Larry Rulien
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 22, 1988

FEDERAL AID PROJECT NO. IX-M-9822(9)

S.E. 199TH AVE.-MAIN AVE. (GRESHAM SECTION
E. BURNSIDE ROAD
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 287+67.50 TO STA. 359+00.75)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Asphalt in Tack Coat	$ 185.00	83	$15,355.00	11	$ 2,035.00
Concrete Inlets, Type G	280.00	1	280.00	0	0.00
Furnishing & Planting Trees	65.00	126	8,190.00	0	0.00
Furnishing & Planting Vines	0.65	15,350	9,977.50	0	0.00
Soil Conditioner	15.00	142	2,130.00	0	0.00
Bark Mulch	120.00	20	2,400.00	0	0.00
PA 18 Price Adj. Non Spec AC				Lump Sum	(10,267.32)
PA 22 Price Adj. Non Spec. CTB				Lump Sum	(5,194.61)
			$38,332.50		$(13,426.93)

Decrease	$ (51,759.43)
Subtotal from estimate of 1-16-86	1,985,531.27
Subtotal	$1,933,771.84
Engineering	263,149.16
Total	$2,196,921.00

TYPE CODE Y030
ILLUMINATION

Total same as previous estimate of February 14, 1986	$ 11,730.00

TYPE CODE Y031
SIGNALS (3 LOCATIONS)

Total same as previous estimate of February 14, 1986	$ 120,922.00

Length of Roadway	1.35 mi.
Cost of Roadway Per Mile	$1,627,348.80

SUMMARY OF FUNDS

Description	Appn Code	Sub. Job	PRO-RATA	Total Cost	Federal Funds	State Funds	County Funds
Roadway (Alt. "A")	W36	031	88.12	$ 191,784.00	$ 169,000.00	$ 11,392.00	$ 11,392.00
Roadway (Alt. "A"	177	021	85.00	70,116.00	59,598.00	---	10,518.00
Roadway (Alt. "A")	580	011	85.00	1,935,021.00	1,644,768.00	122,265.00	167,988.00
Illum.	580	011	85.00	11,730.00	9,970.00	---	1,760.00
Signals	580	011	85.00	120,922.00	102,783.00	---	18,139.00
Total				$2,329,573.00	$1,986,119.00	$ 133,657.00*	$ 209,797.00

*Set Funds

Sub. Job 011: 99%; Sub. Job 081: 1%
Contract No. 9830
Prefix: C326-1949 P.E.
C09830

CPL:bkw

9830

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 3-123, 124		County Multnomah
PROJECT REPORT NUMBER		Project Number IX-9822(9)
MODIFICATION NUMBER 3		

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 19, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,426,024	$ 2,426,026
Federal funds	$ 2,062,119	$ 1,757,521 (580) 304,598 (177)
Other revisions		

This modification is made for the following reasons: to decrease Appn Code 580 $304,598 and to increase Appn Code 177 in like amount. To utilize available Appn Code 177 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10TH day of MAR, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon February 14, 1986

Federal-Aid Project No. IX-9822(9)

S.E. 199th Ave.-Main Ave. (Gresham) Section
E. Burnside Road
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. ~~0+00~~ 287+67.50 to Sta. ~~128+61.75~~ 359+00.75)

Total as on estimate of 01-16-86		$ 2,283,360.00
	Total	$ 2,283,360.00

Type Code Y030
Illumination

Total as on estimate of 01-16-86		$ 11,730.00
	Total	$ 11,730.00

Type Code Y031 (3 Signals)

Total as on estimate of 01-16-86		$ 120,922.00
	Total	$ 120,922.00

Work Retained in Reserve

Total as on estimate of 06-14-84		$ 10,012.00
	Total	$ 10,012.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
Roadway (Alt. "A")	177	$ 355,468.00	$ 302,147.00	$ ---	$ 53,321.00
Roadway (Alt. "A")	580	1,927,893.00	1,638,709.00	133,657.00*	155,527.00
Illumination	580	11,475.00	9,753.00	---	1,722.00
Illumination	177	256.00	217.00	---	39.00
Signals	177	2,629.00	2,234.00	---	395.00
Signals	580	118,293.00	100,549.00	---	17,744.00
Subtotal		$2,416,014.00	$2,053,609.00	$ 133,657.00*	$228,748.00
Reserve	580	10,012.00	8,510.00	---	1,502.00
Total		$2,426,026.00	$2,062,119.00	$ 133,657.00*	$230,250.00

*Set Funds

Group 1: 99%; Group 8: 1%
Contract No. 9830
Prefix: 326-1949 P.E.
Prefix: C09830
RLC:bkb

9830

STATE COPY

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	2-10
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	2

US Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-27-86

State	Oregon
County	Multnomah
Project Number	IX-9822(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 19, 1984 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,346,007	$ 2,426,024
Federal funds	$ 1,994,104	$ 2,062,119
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of JAN, 19 86.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

BYX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 16, 1986

FEDERAL AID PROJECT NO. IX-9822(9)

S.E. 199th Ave.-Main Ave. (Gresham) Section
E. Burnside Road
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (Sta. 287+67.50 to Sta. 359+00.75)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$ 4.60	22,000	$101,200.00	24,893	$114,507.80
Asphalt Cement in Mix	160.00	872	139,520.00	884	141,144.00
18-inch Storm Sewer Pipe	18.75	220	4,125.00	278	5,212.50
4-inch Concrete Walks and Driveways	9.33	4,445	41,471.85	4,811	44,886.63
Adjusting Manholes	169.00	28	4,732.00	35	5,915.00
8" x 8" x 16" York Patterson (P.A. #10A)	4.24	--	--	349	1,479.76
Reinstall Traffic Loops (P.A. #16A)	--	--	--	100%	4,845.12
Asphalt Escalation June (Adj. #2A)	--	--	--	100%	1,872.36
Add York Blocks to Wall 1 & 2	--	--	--	--	3,476.30
			$291,048.85		$323,339.47

Increase	$ 32,290.62
Subtotal from Estimate of November 6, 1985	1,953,240.65
Subtotal	$1,985,531.27
Engineering	297,828.73
Total	$2,283,360.00

TYPE CODE Y030
Illumination

Subtotal from Estimate of June 14, 1984	$ 10,200.00
Engineering	1,530.00
Total	$ 11,730.00

TYPE CODE Y031 (3 signals)

Subtotal from Estimate of June 14, 1984	$ 105,150.00
Engineering	15,772.00
Total	$ 120,922.00

WORK RETAINED IN RESERVE

Total as on Estimate June 14, 1984	$ 10,012.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway (Alt. "A")	$2,283,360.00	$1,940,856.00	$133,657.00*	$208,847.00
Illumination	11,730.00	9,970.00	---	1,760.00
Signals	120,922.00	102,783.00	---	18,139.00
SUBTOTAL	$2,416,012.00	$2,053,609.00	$133,657.00*	$228,746.00
Reserve	10,012.00	8,510.00	---	1,502.00
TOTAL	$2,426,024.00	$2,062,119.00	$133,657.00	$230,248.00

Appn Code: 580
*Set Funds
Group 1: 99%; Group 8: 1%
Contract No. 9830
Prefix: 326-1949 P.E.
Prefix: C09830

RLC:me

9830.

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-68		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1	11-15-85	Project Number IX-9822(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 19, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,067,673.00	$ 2,346,007.00
Federal funds	$ 1,757,521.00	$ 1,994,104.00
Other revisions		

This modification is made for the following reasons: to include increase in construction cost and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of NOV, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 6, 1985

FEDERAL AID PROJECT NO. IX-9822(9)

S.E. 199TH AVE.-MAIN AVE. (GRESHAM) SECTION
E. BURNSIDE ROAD
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 287+67.50 TO STA. 359+00.75)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flaggers	$ 15.00	1,000	$15,000.00	1,718	$25,770.00
General Excavation	4.60	20,583	94,681.80	22,000	101,200.00
Watering	8.00	62	496.00	476	3,808.00
1"-0 Aggregate Base	6.75	4,010	27,067.50	6,553	44,232.75
Cement Treated Base Mixture	7.00	19,150	134,050.00	30,592	214,144.00
Portland Cement in CTB Mixture	75.00	1,011	75,825.00	1,652	123,900.00
Class B or Class C Asphalt Conc. Mix	14.00	12,600	176,400.00	15,204	212,856.00
Asphalt Cement in Mix	160.00	711	113,760.00	872	139,520.00
4-inch Concrete Walks and Drivways	9.33	3,857	35,985.81	4,445	41,471.85
Asphalt Escalation (Sept.) (Adj. #5A)	----	---	---	---	5,921.46
			$ 673,226.11		$912,824.06

Increase	$ 239,557.95
Subtotal from estimate of June 14, 1985	1,713,682.70
Subtotal	$1,953,240.65
Engineering	252,986.35
Total	$2,206,227.00

TYPE CODE Y030
ILLUMINATION

Roadway Illumination	Each	36	250.00	$ 9,000.00
Street Light Poles	Each	2	600.00	1,200.00
			Subtotal	$ 10,200.00
			Engineering	1,275.00
			Total	$ 11,475.00

TYPE CODE Y031 (3 SIGNALS)

TRAFFIC SIGNALS

Traffic Signal Installation, Complete (SE 202nd Ave.)	All	All	---	$ 48,000.00
Traffic Signal Installation, Complete (SE 212th Ave.)	All	All	---	45,750.00
Traffic Signal Installation, Complete (SE 221st Drive)	All	All	---	6,000.00
				$ 99,750.00

ANTICIPATED ITEMS

Signal Controller Testing and Turn on	All	All	---	$ 4,000.00
Software Programming	All	All	---	1,400.00
				$ 5,400.00
			Subtotal	$ 105,150.00
			Engineering	13,143.80
			Total	$ 118,293.00

Length of Project	1.35 mi.
Cost of Roadway Per Mile	$1,428,068.89

WORK RETAINED IN RESERVE

Permanent Signing	All	All	---	$ 6,500.00
Additional Mounting, Pole Height	All	All	---	2,400.00
			Subtotal	$ 8,900.00
			Engineering	1,112.00
			Total	$ 10,012.00

SUMMARY OF FUNDS (85.0%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway (Alt. "A")	$ 2,206,227.00	$ 1,875,292.00	$ 133,657.00*	$ 197,278.00
Illumination	11,475.00	9,753.00	---	1,722.00
Signals	118,293.00	100,549.00	---	17,744.00
Subtotal	$ 2,335,995.00	$ 1,985,594.00	$ 133,657.00*	$ 216,744.00
Reserve	10,012.00	8,510.00	---	1,502.00
Total	$ 2,346,007.00	$ 1,994,104.00	$ 133,657.00	$ 218,246.00

*Set Funds

S.E. 199th Ave.-Main Ave. (Gresham)

State Responsibility (Non-participating)

Single Mail Box Supports	8	Each	150.00	$ 1200.00
Multiple Mail Box Supports	3	Each	200.00	600.00

Group 1: 99%; Group 8: 1%
Contract No. 9830
Prefix: 326-1949 P.E.
Prefix: C09830
RLC:bkb
Appn Code 580

9830

STATE COPY

TO BE COMPLETED BY FHWA 6-318	U.S. Department of Transportation **Federal Highway Administration** **FEDERAL-AID PROJECT AGREEMENT** 6-19-84	STATE Oregon COUNTY Multnomah PROJECT NO. IX-9822(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.E. 199th Ave. to Main Ave. on E. Burnside Road

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-2-84	1.35
OTHER *(Specify)*		

FUNDS Pro-rata 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,067,673.00	$ 1,757,521.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By

For Manager, Program Section
(Title)
BXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)
By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JUN 19 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 14, 1984

FEDERAL AID PROJECT NO. IX-9822(9)

S.E. 199TH AVE.-MAIN AVE. (GRESHAM) SECTION
E. BURNSIDE ROAD IN MULTNOMAH COUNTYA

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 287+67.50 to Sta. 359+00.75)

Mobilization	All	All	--	$ 75,500.00
Temporary Protection and Direction of Traffic	All	All	--	7,000.00
Temporary Signs	Sq. Ft.	263	6.00	1,578.00
Temporary Barricades	Each	10	40.00	400.00
Temporary Plastic Safety Markers	Each	25	30.00	750.00
Temporary Reflective Pavement Markers	Each	150	7.25	1,087.50
Flaggers	Hour	1,000	15.00	15,000.00
Clearing and Grubbing	All	All	--	11,000.00
General Excavation	Cu. Yd.	24,015	4.60	110,469.00
Extra for Pavement Removal	All	All	--	12,000.00
Trench Excavation	Cu. Yd.	4,970	4.75	23,607.50
Finishing Roadbed and Slopes	All	All	--	6,000.00
Obliteration of Roadway	All	All	--	2,500.00
Watering	M-Gal.	62	8.00	496.00
1"-0 Aggregate Base	Ton	4,010	6.75	27,067.50
Cement Treated Base Mixture	Ton	22,350	7.00	156,450.00
Portland Cement in CTB Mixture	Ton	1,180	75.00	88,500.00
Asphalt in Seal	Ton	120	185.00	22,200.00
Aggregate in Chip Seal	Ton	460	15.00	6,900.00
Class "B" or Class "C" Asphalt Concrete Mixture	Ton	14,700	14.00	205,800.00
Asphalt Cement in Mixture	Ton	830	160.00	132,800.00
Hydrated Lime in Mixture	Ton	147	1.00	147.00
Asphalt in Tack Coat	Ton	83	185.00	15,355.00
				$ 922,607.50

ALTERNATE "A"

Structure Excavation	Cu. Yd.	2,352	5.50	12,936.00
Structural Concrete Class 3300	All	All	--	140,100.00
Reinforcement	All	All	--	85,000.00
8-inch Concrete Block Walls	All	All	--	153,300.00
				$ 391,336.00

8-inch Storm Sewer Pipe	Lin. Ft.	630	9.55	$ 6,016.50
10-inch Storm Sewer Pipe	Lin. Ft.	402	10.55	4,241.10
12-inch Storm Sewer Pipe	Lin. Ft.	1,216	16.90	20,550.40
15-inch Storm Sewer Pipe	Lin. Ft.	650	17.15	11,147.50
18-inch Storm Sewer Pipe	Lin. Ft.	220	18.75	4,125.00
24-inch Storm Sewer Pipe	Lin. Ft.	1,686	26.75	45,100.50
27-inch Storm Sewer Pipe	Lin. Ft.	370	31.20	11,544.00
30-inch Storm Sewer Pipe	Lin. Ft.	985	37.00	36,445.00
36-inch Storm Sewer Pipe	Lin. Ft.	280	45.35	12,698.00
54-inch Storm Sewer Pipe	Lin. Ft.	426	123.45	52,589.70
66" x Arch CMP Transition Pipe	Lin. Ft.	24	297.00	7,128.00
Concrete Manholes, Type 'AP'	Each	10	1,285.00	12,850.00
Concrete Manholes, Type 'BP'	Each	9	1,178.00	10,602.00
Concrete Sumps	Each	5	895.00	4,475.00
Concrete Inlets, Type G	Each	1	280.00	280.00
Concrete Inlets, Type G-1	Each	1	290.00	290.00
Concrete Inlets, Type CG-1	Each	52	290.00	15,080.00
Concrete Inlets, Type D	Each	1	325.00	325.00
4-inch Concrete Walks and Driveways	Sq. Yd.	4,500	9.33	41,985.00
6-inch Concrete Driveways	Sq. Yd.	700	12.25	8,575.00
Concrete Curbs	Lin. Ft.	14,152	3.00	42,456.00
Extra for Asphalt Approaches	Each	28	75.00	2,100.00
Reconstruct Asphalt Concrete Driveway and Parking Area, Complete (Sta. 343+85)	All	All	--	5,500.00
Rock Gabions	Cu. Yd.	30	50.00	1,500.00
Loose Risrap, Class 100	Ton	20	23.80	476.00
Adjusting Manholes	Each	28	169.00	4,732.00
Reconstructing Manholes	Each	2	877.00	1,754.00
Setting Monument Boxes	Each	4	60.00	240.00
Concrete Collars	Each	3	50.00	150.00
Furnishing and Planting Trees	Each	126	65.00	8,190.00
Furnishing and Planting Vines	Each	15,350	0.65	9,977.50
Furnishing and Placing Topsoil	Cu. Yd.	426	11.00	4,686.00
Soil Conditioner	Cu. Yd.	142	15.00	2,130.00
Bark Mulch	Unit	20	120.00	2,400.00
			Alternate 'A'	$ 392,339.20
			Subtotal	$ 1,706,282.70

ANTICIPATED ITEMS

Permanent Pavement Striping	All	$ 3,500.00
Temporary Pavement Striping	All	1,000.00
Temporary Erosion Control	All	1,500.00
Pavement Markers	All	1,400.00

		Subtotal		1,713,682.70
		Engineering		214,210.30
		Total		$ 1,927,893.00

TYPE CODE Y030

Illumination

Roadway Illumination	Each	36	250.00	$ 9,000.00
Street Light Poles	Each	2	600.00	1,200.00
		Subtotal		$ 10,200.00
		Engineering		1,275.00
		Total		$ 11,475.00

TYPE CODE Y031 (3 Signals)

Traffic Signals

Traffic Signal Installation, Complete (S.E. 202nd Ave.)	All	All	--	$ 48,000.00
Traffic Signal Installation, Complete (S.E. 212th AVe.)	All	All	--	45,750.00
Traffic Signal Installation, Complete (S.E. 221st Drive)	All	All	--	6,000.00
				$ 99,750.00

ANTICIPATED ITEMS

Signal Controller Testing and Turn On	All	All	--	$ 4,000.00
Software Programming	All	All	--	1,400.00
				$ 5,400.00
		Subtotal		$ 105,150.00
		Engineering		13,143.80
		Total		$ 118,293.00

Length of project	1.35 mi.
Cost of Roadway Per Mile	$ 1,428,068.89

WORK RETAINED IN RESERVE

Permanent Signing	All	All	--	$ 6,500.00
Additional Mounting, Pole Height	All	All	--	2,400.00
		Subtotal		$ 8,900.00
		Engineering		1,112.00
		Total		$ 10,012.00

SUMMARY OF FUNDS (85.0%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway (Alt. "A")	$ 1,927,893	$ 1,638,709	$ 133,657*	$ 155,527
Illumination	11,475	9,753	- - -	1,722
Signals	118,293	100,549	- - -	17,744
Subtotal	$ 2,057,661	$ 1,749,011	$ 133,657*	$ 174,993
Reserve	10,012	8,510	- - -	1,502
	$ 2,067,673	$ 1,757,521	$ 133,657	$ 176,495

*Set Funds
Group 1: 99%   Group 8: 1%
Contract No. 9830
Prefix: 326-1949 P.E.
Prefix: 326-1074

WH:me

S.E. 199th Ave.-Main Ave. (Gresham)

State Responsibility (Non-Participating)

Single Mail Box Supports	8	Each	150.00	$	1,200.00
Multiple Mail Box Supports	3	Each	200.00		600.00

9830

7-6-89 U

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REPORT NO: FMBL815-1                           OREGON DEPARTMENT OF TRANSPORTATION                                     PAGE  4869
                                                          HIGHWAY DIVISION                                     RUN 07/06/89  2:33
                                                       SUMMARY BILLING REPORT

                                                                          -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                          FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS
 9822-009 FEDERAL PROJECT

 W36 FED. APPR.: ALLOC URBN SYS FUND
   F05072 AGREEMENT  BILLING PERIOD: 06/08/89 TO 07/05/89  M   -9822-009

    EA -  SUBJOB    EA-SUBJOB TITLE                               ST CLS
    ------------ -------------------------------------------- -- ----

    C09830  -031 SE 199TH AVE-SE MAIN (GRESHAM)                   04              191,784.00
                                                                          ------------------  ------------------
   F05072                                             EXPENDITURE TOTAL           191,784.00 +                0.00 =        191,784.00
                                                                          ------------------  ------------------  ------------------
                  EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:            191,784.00 +                0.00 =        191,784.00
                                                                                                                  ==================
   F05072-00 FEDERAL HIGHWAY                           NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:          169,000.00          PERCENT:            85.00%
             FHWA SHARE                                                           163,016.40                      =        163,016.40
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                           163,016.40
                                                                                                                  ------------------
             FHWA CURRENT BILLING AMOUNT                                                                                         0.00
                                                                                                                  ==================
                                                                          ------------------  ------------------
   F05072 AGREEMENT                     EXPENDITURE TOTAL LESS: FHWA SHARE         28,767.60 +                0.00 =         28,767.60
                                                                                                                  ==================
   F05072-01 OREGON STATE TREASURY                     NO: 0000132900-55
             AUTHORIZED AMOUNT:                 0.00    AUTHORIZED PERCENT:           50.00%
             CUSTOMER SHARE                                                        14,383.80                      =         14,383.80
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                                             0.00
             LESS: CUSTOMER ADJ  A - EXPENDITURES WITHOUT AUTHORIZATION                                                     14,383.80
                                                                                                                  ------------------
             CUSTOMER CURRENT BILLING AMOUNT                                                                                     0.00
                                                                                                                  ==================
   F05072-02 OREGON STATE TREASURY                     NO: 0000132900-55
             AUTHORIZED AMOUNT:                 0.00    AUTHORIZED PERCENT:                               100.00%
             CUSTOMER SHARE                                                                                       =              0.00
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                                             0.00
                                                                                                                  ------------------
             CUSTOMER CURRENT BILLING AMOUNT                                                                                     0.00
                                                                                                                  ==================
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REPORT NO: FMBL815-1                           OREGON DEPARTMENT OF TRANSPORTATION                                     PAGE  4870
                                                          HIGHWAY DIVISION                                     RUN 07/06/89  2:33
                                                       SUMMARY BILLING REPORT

                                                                          -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                          FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS
 9822-009 FEDERAL PROJECT

  W36 FED. APPR.: ALLOC URBN SYS FUND
   F05072 AGREEMENT  BILLING PERIOD: 06/08/89 TO 07/05/89  M   -9822-009

  ***********************************************************************************************************************************
  W36 FED. APPR: ALLOC URBN SYS FUND                            TOTAL            191,784.00 +                0.00 =        191,784.00
  *         FHWA AUTHORIZED AMOUNT:          169,000.00
  *         FHWA SHARE                                                           163,016.40                      =        163,016.40
  *         LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                           163,016.40
  *                                                                                                              ------------------
  *         FHWA CURRENT BILLING AMOUNT                                                                                         0.00
  ***********************************************************************************************************************************
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REPORT NO: FMBL815-1
                                        OREGON DEPARTMENT OF TRANSPORTATION
                                                HIGHWAY DIVISION
                                             SUMMARY BILLING REPORT                                     PAGE  4871
                                                                                                   RUN 07/06/89  2:33

                                                                      -------------EXPENDITURE TOTAL-------- ---------BILLING---
9822-009 FEDERAL PROJECT                                              FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS

 177 FED. APPR.: INTERSTATE TSF
  F04089 AGREEMENT  BILLING PERIOD: 06/08/89 TO 07/05/89  XI  -9822-009

   EA -  SUBJOB    EA-SUBJOB TITLE
   ------------ ---------------------------------------- ST CLS
                                                          -- ----
   C09830  -000 SE 199TH AVE-SE MAIN(G'M)
   C09830  -021 SE 199TH AVE-MAIN AVE                      04 C
                                                           04              102,717.39
  F04089                                                                    32,602.09-
                                                                      -----------------  -----------------
                                              EXPENDITURE TOTAL              70,115.30 +              0.00 =         70,115.30
                    EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST: -----------------  -----------------  -----------------
                                                                             70,115.30 +              0.00 =         70,115.30
 F04089-00 FEDERAL HIGHWAY                                                                                  =================
           FHWA AUTHORIZED AMOUNT:          59,598.00    NO: 32775     -00
           FHWA SHARE                                         PERCENT:
           LESS: FHWA AMOUNT PREVIOUSLY BILLED                                   85.00%
                                                                             59,598.00
           FHWA CURRENT BILLING AMOUNT                                                                 =         59,598.00
                                                                                                                 59,598.00
                                                                                                           -----------------
 F04089 AGREEMENT                                                                                                     0.00
                                   EXPENDITURE TOTAL LESS: FHWA SHARE  -----------------  -----------------  =================
                                                                             10,517.30 +              0.00 =         10,517.30
 F04089-02 OREGON STATE TREASURY                                                                            =================
           AUTHORIZED AMOUNT:                   0.00     NO: 0000132900-55
           CUSTOMER SHARE                           AUTHORIZED PERCENT:
           LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                               57.00%            57.00%
           LESS: CUSTOMER ADJ  A - EXPENDITURES WITHOUT AUTHORIZATION         5,994.86                   =          5,994.86
                                                                                                                      0.00
           CUSTOMER CURRENT BILLING AMOUNT                                                                         5,994.86
                                                                                                           -----------------
*******************************************************************************************************               0.00
 177 FED. APPR: INTERSTATE TSF                                                                             =================
*          FHWA AUTHORIZED AMOUNT:          59,590.00          TOTAL         *********************************************
*          FHWA SHARE                                                        70,115.30 +              0.00 =         70,115.30
*          LESS: FHWA AMOUNT PREVIOUSLY BILLED                               59,598.00
*                                                                                                      =         59,598.00
*          FHWA CURRENT BILLING AMOUNT                                                                           59,598.00
*******************************************************************************************************  -----------------
                                                                                                                      0.00
*******************************************************************************************************************************
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REPORT NO: FMBL815-1
                                        OREGON DEPARTMENT OF TRANSPORTATION
                                                HIGHWAY DIVISION
                                             SUMMARY BILLING REPORT                                     PAGE  4872
                                                                                                   RUN 07/06/89  2:33

                                                                      -------------EXPENDITURE TOTAL-------- ---------BILLING---
9822-009 FEDERAL PROJECT                                              FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS

 580 FED. APPR.: INTERS TSFR GRNT
  F02297 AGREEMENT  BILLING PERIOD: 06/08/89 TO 07/05/89  XIO -9822-009

   EA -  SUBJOB    EA-SUBJOB TITLE
   ------------ ---------------------------------------- ST CLS
                                                          -- ----
   C09830  -000 SE 199TH AVE-SE MAIN(G'M)
   C09830  -001 SE 199TH AVE-SE MAIN(G'M)                  04 C
   C09830  -010 SE 199TH AVE-SE MAIN(G'M)                  04 C            35,501.61-
   C09830  -011 SE 199TH AVE-SE MAIN(G'M)                  04 C                                 1,235.37
                                                           04           2,042,903.23           93,913.36
  F02297                                                              -----------------  -----------------
                                              EXPENDITURE TOTAL
                       TOTAL PARTICIPATING CE:       119,632.40       2,007,401.62 +         95,148.73 =      2,102,550.35
                     MAXIMUM PARTICIPATING CE:       370,742.35
                                               -----------------
                                   EXCESS CE:              0.00
                                                                              0.00
                    EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST: -----------------  -----------------  -----------------
                                                                                                                      0.00
                                                                      2,007,401.62 +         95,148.73 =      2,102,550.35
 F02297-00 FEDERAL HIGHWAY                                                                                  =================
           FHWA AUTHORIZED AMOUNT:       1,757,521.00    NO: 32775     -00
           FHWA SHARE                                         PERCENT:
           LESS: FHWA AMOUNT PREVIOUSLY BILLED                                   85.00%
                                                                          1,706,291.37
           FHWA CURRENT BILLING AMOUNT                                                                 =      1,706,291.37
                                                                                                              1,706,291.37
                                                                                                           -----------------
 F02297 AGREEMENT                                                                                                     0.00
                                   EXPENDITURE TOTAL LESS: FHWA SHARE  -----------------  -----------------  =================
                                                                            301,110.25 +         95,148.73 =        396,258.98
 F02297-02 OREGON STATE TREASURY                                                                            =================
           AUTHORIZED AMOUNT:             152,434.69     NO: 0000132900-55
           CUSTOMER SHARE                           AUTHORIZED PERCENT:
           LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                               57.00%
           LESS: CUSTOMER ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT          171,632.84
                                                                                                       =        171,632.84
           CUSTOMER CURRENT BILLING AMOUNT                                                                       152,434.69
                                                                                                                 19,198.15
                                                                                                           -----------------
                                                                                                                      0.00
                                                                                                           =================
REPORT NO: FMBL815-1
                                   OREGON DEPARTMENT OF TRANSPORTATION
                                            HIGHWAY DIVISION                                    PAGE  4873
                                         SUMMARY BILLING REPORT                          RUN 07/06/89  2:33

                                                          -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                          FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS
 9822-009 FEDERAL PROJECT

  580 FED. APPR.: INTERS TSFR GRNT
   F02297 AGREEMENT  BILLING PERIOD: 06/08/89 TO 07/05/89  XIO -9822-009

   F02297-03 OREGON STATE TREASURY               NO: 0000132900-55
             AUTHORIZED AMOUNT:           100.00    AUTHORIZED PERCENT:
             CUSTOMER SHARE                                                               100.00%
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                    95,148.73 =        95,148.73
             LESS: CUSTOMER ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                         100.00
                                                                                                          95,048.73
             CUSTOMER CURRENT BILLING AMOUNT                                                       -----------------
                                                                                                               0.00
                                                                                                   =================
 ***********************************************************************************************************************
  580 FED. APPR: INTERS TSFR GRNT                            TOTAL       2,007,401.62 +         95,148.73 =     2,102,550.35
 *           FHWA AUTHORIZED AMOUNT:       1,757,521.00
 *           FHWA SHARE                                                  1,706,291.37
 *           LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                           =     1,706,291.37
 *                                                                                                               1,706,291.37
 *           FHWA CURRENT BILLING AMOUNT                                                                 -----------------
 ***********************************************************************************************************************
                                                                                                                       0.00
 ***********************************************************************************************************************
   9822-009 FEDERAL PROJECT                       EXPENDITURE TOTAL      2,269,308.92 +         95,148.73 =     2,364,449.65
 **          FHWA AUTHORIZED AMOUNT:       1,986,119.00
 **          FHWA SHARE                                                  1,928,905.77
 **          LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                           =     1,928,905.77
 **                                                                                                              1,928,905.77
 **          FHWA CURRENT BILLING AMOUNT                                                                 -----------------
 ***********************************************************************************************************************
                                                                                                                       0.00
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REPORT NO: FMBL815-1
                                   OREGON DEPARTMENT OF TRANSPORTATION                          PAGE  4874
                                            HIGHWAY DIVISION                             RUN 07/06/89  2:33
                                         SUMMARY BILLING REPORT

                                                          -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                          FHWA PARTICIPATING   NON-PARTICIPATING        CALCULATIONS
 9834-001 FEDERAL PROJECT

  141 FED. APPR.: HAZ ELIMIN PROG
   F04180 AGREEMENT  BILLING PERIOD: 06/08/89 TO 07/05/89  HES -9834-001

    EA -  SUBJOB    EA-SUBJOB TITLE                         ST CLS
    ------------ ----------------------------------------- -- ----

    C5261961-000 NE GLISAN ST AT NE 148 TH AVE              04                  480.04
    C5261961-011 NE GLISAN ST AT NE 148TH AVE               04                    9.00
                                                                   ------------------ ------------------
   F04180                                   EXPENDITURE TOTAL                 489.04 +             0.00 =            489.04
                                                                   ------------------ ------------------ ------------------
                 EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:          489.04 +             0.00 =            489.04
                                                                                                          ==================
   F04180-00 FEDERAL HIGHWAY                     NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:         8,910.00      PERCENT:           90.00%
             FHWA SHARE                                                       440.13                    =            440.13
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                     440.13
                                                                                                          ------------------
             FHWA CURRENT BILLING AMOUNT                                                                               0.00
                                                                                                          ==================
                                                                   ------------------ ------------------
   F04180 AGREEMENT                  EXPENDITURE TOTAL LESS: FHWA SHARE        48.91 +             0.00 =             48.91
                                                                                                          ==================
   F04180-01 MULTNOMAH COUNTY                    NO: 0001059170-00
             ESTIMATED  AMOUNT:        999,999.99  AUTHORIZED PERCENT:       100.00%             100.00%
             CUSTOMER SHARE                                                    48.91                    =             48.91
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                                  48.91
                                                                                                          ------------------
             CUSTOMER CURRENT BILLING AMOUNT                                                                           0.00
                                                                                                          ==================
```

98-30

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9822(9)

2. STATE PROJECT NO.

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71416

6. TO

Mr. Donald R. Adams
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE February 2, 1988

8. FEDERAL ROUTE NUMBER FAU 9822

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: S. E. 199th Ave. - Main Ave. (Gresham)

11. GENERAL DESCRIPTION OF WORK Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Gilmour's letter of 1/22/88 we approve the Program Change to joint finance the subject project utilizing Appn Code W36 funds.

This change will require the following revision:

1. Appn Code ----- add "W36" funds
2. Project No. change to read - IX-M-9822(9)
3. Class of Federal Funds add - and Urban System

Also as requested revise financing:

1. Reduce IX(177) funds $245,000
2. Add M (W36) funds $169,000

RECEIVED
STATE HWY ENGR
FEB 10 '88
REFER TO Gilmour
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 2/8/88

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9836

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: January 22, 1988

To: Dale W. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
Joe Speight

From: Cam Gilmour, Manager
Program Section

Subject: Project Data Change
Project No. IX-9822(9)
S.E. 199th Ave.-Main Ave. (Gresham) Section
E. Burnside Street
Multnomah County

I request your approval of a program change to joint finance the subject project utilizing Urban System funds (Appn Code W36) in the amount of $169,000 as requested by Multnomah County.

This change will require the following revisions in project data:

1) Appn Code --- Add W36.
2) Project No. Change to Read --- IX-M-9822(9).
3) Class of Federal Funds Add --- and Urban System.

Revisions in financing for this as well as a reduction in Interstate Transfer funds requested by the County are as indicated on the enclosed copy of a modified project agreement estimate and modification of project agreement (PR-2A) forms.

CPL:bkw
Enc.
cc: Ted Spence
R. Kuehn
G. Zehner
General Files

Form 734-3122 (1-87)

9830

August 12, 1987

CON 5 - #9830

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

On July 22, 1987, we wrote to you concerning release of final payment on Contract No. 9830 awarded to Oregon Asphaltic Paving Co. for work on the SE 199th Avenue-Main Avenue Section of East Burnside Road in Gresham, Multnomah County.

Final payment on this contract is $966.80 and the total contract amount is $1,944,841.28 including $3,476.30 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Oregon Asphaltic Paving Co.
P.O. Box 16537
Portland, OR 97216

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

9830.

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9830

TO: Commission Services

DATE: July 20, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9830, On Site Work Substantially Completed March 20, 1986

All Work Completed May 27, 1986

Project SE 199th Ave.-Main Ave. (Gresham)

Highway East Burnside Road

County Multnomah

Type of Work Grading, Paving and Signals

Contractor Oregon Asphaltic Paving Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

7-22-87 - Surety letter written.

RECEIVED
JUL 21 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9830

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-20-86

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 6/10/77
TO 5/01/84

FEDERAL AID PROJECT NO.
M-9822(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

W3

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
171,461.96	170,863.41	.858%	146,600.81	146,600.81	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
11/20/86

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

County Credit 972850
112.75

AMOUNT SUBMITTED
0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRES
(SIGN ORIGINAL

DATE APPROVE

FORM PR-20
(Rev. 5-79)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	N (Paye use this
	S.E. STARK ST. - MAIN AVE. SECTION (GRESHAM) COUNTY ROAD IN MULTNOMAH COUNTY					
	Preliminary Engineering Type Code P.E.					
	Work by Multnomah County	All Required			$131,866.44	
	Work by DBH Acoustics, Inc.	All Required			6,743.62	
	State	All Required			31,641.86	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$170,251.92	
	Misc. Project Cost					
	Audit Expense (State)	All Required			$ 611.49	
	TOTAL PARTICIPATING PROJECT COST				$170,863.41	
	Non Participating Project Cost					
	Preliminary Engineering	All Required			$ 598.55	
	TOTAL PROJECT COST				$171,461.96	

County of Multnomah share of Project Cost $9,841.33 shown on J.C.S. as a "294" function.

Prepared based on Participating Cost as shown on the Federal Billing as of 11/20/86.

AMOUNT CARRIED FORWARD .....

BY
GENERAL.
.966

VOUCHER FOF
FEDERAL AI

APPROPRIATION

THE UNITED STATES, DR., T

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 1048

DESCRIPTION	PREFIX		FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	326	1945	296	00	N 9			2.015.08CP	
	326	1945	298	00	N 9			643.53	
	326	1945	901	00	P 1			126.83	
	326	1945	913	00	P 1			32.60	
	326	1945	915	00	P 1			407.08	
	326	1945	920	00	P 1			15.89	
	326	1945	921	00	P 1			75.00	
	326	1945	923	00	P 1			92.64	
			TOT	P1				750.04	
			** JOB TOTALS **			**	**	750.04 **	
JOHNSON CR BR. SE 142-PTLD	CONT NO		* FA PROJ NOS SOS 2601007 100						STATE
	326	1948	294	00	N 1			440.31CR	
	326	1948	295	00	N 9			120.00	
	326	1948	296	00	N 9			4.925.12CR	
	326	1948	298	00	N 9			4.516.59	
	326	1948	299	00	N 9			193.53	
	326	1948	901	00	P 1			105.86	
	326	1948	903	00	P 1			1.104.20	
	326	1948	905	00	P 1			50.86	
	326	1948	906	00	P 1			690.78	
	326	1948	914	00	P 1			111.36	
	326	1948	915	00	P 1			441.01	
	326	1948	920	00	P 1			[illegible]	
	326	1948	921	00	P 1			[illegible]	
	326	1948	922	00	P 1			9.06	
	326	1948	923	00	P 1			21.00	
			TOT	P1				5.265.53	
			TOT	N1				440.31CR	
			** JOB TOTALS **			**	**	4.925.12 **	
SE STARK-SE FAIRVIEW AVENUE	CONT NO		* FA PROJ NOS M 9822003 100						local match N.P. STATE
	326	1949	294	00	N 1			~~[illegible]~~	
	326	1949	296	00	N 9		11.697.20CR	~~140.[illegible] 20CR~~	
	326	1949	297	00	N 9		4.560.49CR	~~4.560.49CR~~	
	326	1949	298	00	N 9		16.257.68	~~144.[illegible]~~	
	326	1949	901	00	P 1			8.787.99	-PM
	326	1949	901	00	N 1			107.4[illegible]	-PM N.P.
	326	1949	902	00	P 1			[illegible]	-Citizen
	326	1949	902	00	N 1			256.84	-Citizen N.P.
	326	1949	907	00	P 1			137.025.64	-local
	326	1949	905	00	P 1		55.50	[illegible]	-Final
	326	1949	906	00	P 1			[illegible]	-Bridge
	326	1949	907	00	P 1			[illegible]	-Preliminary
	326	1949	909	00	P 1			[illegible]	-R/W Desc
	326	1949	910	00	P 1			[illegible]	-Geology
	326	1949	911	00	P 1			[illegible]	-Traffic

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	326	1949	912	00	P 1			521.18	landscape
	326	1949	913	00	P 1			1,145.65	R/W Liaison
	326	1949	914	00	P 1			80.27	Utility
	326	1949	915	00	P 1			256.91	Audit
	326	1949	918	00	P 1			43.20	Formal
	326	1949	920	00	P 1			234.91	program
	326	1949	921	00	P 1			3,761.28	specs
	326	1949	922	00	P 1			51.06	Tech
	326	1949	923	00	P 1			3,683.05	Environ
	326	1949	923	00	N 1			134.24	Environ NP.
	326	1949	932	00	P 1		8.36	92.60	Utility
	326	1949	933	00	P 1			886.14	Base Mapg
	326	1949	936	00	P 1			38.38	Traffic
	326	1949	938	00	P 1			132.14	Environ
	326	1949	980	00	P 1			165.55	Public Hearing
			TOT		P1		63.86	168,948.35	
			TOT		N1			9,130.03CR	
			** JOB TOTALS **			**	63.86 **	159,818.32 **	
UFFP KING @ NE TYNDALE. PTLD CONT NO			FA PROJ NOS RP00000S006 100						STATE
	326	1950	296	00	N 9			235.62CR	
	326	1950	298	00	N 9			235.62	
	326	1950	905	00	P 1			98.30	
	326	1950	906	00	P 1			8.64	
	326	1950	909	00	P 1			136.49	
	326	1950	920	00	P 1			18.78	
			TOT		P1			261.31	
			** JOB TOTALS **			**	**	261.31 **	
COLUMBIA BLVD TRAFFIC SIGNALS CONT NO			* FA PROJ NOS M 9956006 100						STATE
	326	1952	294	00	N 1			747.01CR	
	326	1952	295	00	N 9		1,377.60	1,377.60	
	326	1952	296	00	N 9		2,519.27CR	17,384.29CR	
	326	1952	298	00	N 9		1,140.67	16,606.69	
	326	1952	901	00	P 1		1,325.71	1,367.92	
	326	1952	903	00	P 1			10,410.44	
	326	1952	905	00	P 1			82.72	
	326	1952	911	00	P 1			4,426.33	
	326	1952	913	00	P 1			51.33	
	326	1952	914	00	P 1			33.30	
	326	1952	915	00	P 1			19.70	
	326	1952	920	00	P 1			414.18	
	326	1952	921	00	P 1		4.21	2,491.69	
	326	1952	922	00	P 1			37.18	
	326	1952	923	00	P 1			26.04	
			TOT		P1		1,329.92	19,361.89	
			TOT		N1			747.01CR	
			** JOB TOTALS **			**	1,329.92 **	18,614.88 **	

```
                        JOB COST SUMMARY RUN ON  04-15-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 04/13/91
                        FOR EXPENDITURE ACCOUNT C3261949

                                          CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       MONTH          DATE
--       ------ -------- ---------- ------ -----      -------      ----------
C3261949 010    899      299                                                  ***
C3261949 010    899      299        0100                             -17,661.51 ***
C3261949 010    899      299        0521                              18,260.06 ***
OBJ-DETAIL 299                                                           598.55

ACTIVITY   899                                                           598.55 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                  598.55

C3261949 011    050      001        0500                                 354.58
OBJ-DETAIL 001                                                           354.58

ACTIVITY   050                                                           354.58 SUBTOTAL-Audit

C3261949 011    899      299        0100                            ~~168,948.35~~ ***
C3261949 011    899      299        0523                                    ~~.01~~ ***  } local
C3261949 011    899      299        1092                                 112.75 ***
OBJ-DETAIL 299                                                      ~~169,061.11~~

C3261949 011    899      341        0521                                  -3.60
OBJ-DETAIL 341                                                            -3.60 local

ACTIVITY   899                                                       169,057.51 SUBTOTAL

C3261949 011    900      001        0521                                    .80
OBJ-DETAIL 001                                                              .80 -pm

C3261949 011    900      341        1092                               1,475.27 local
OBJ-DETAIL 341                                                         1,475.27

C3261949 011    900      598        0521                                   3.60
OBJ-DETAIL 598                                                             3.60 -pm

ACTIVITY   900                                                         1,479.67 SUBTOTAL

C3261949 011    914      001        7700                                 -28.34
OBJ-DETAIL 001                                                           -28.34

ACTIVITY   914                                                           -28.34 SUBTOTAL -utility

SUB-JOB    011 SUBTOTAL                                              170,865.42

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                    JOB COST SUMMARY RUN ON  04-15-91
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 04/13/91
                     FOR EXPENDITURE ACCOUNT C3261949
                                       CREW   MSA         CURRENT      BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH          DATE
--         ------ -------- ---------- ------ -----        -------     ----------
EA           C3261949 TOTAL                                            171,461.97

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

9830

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: May 21, 1986

In Reply Refer to File No.: CON 5
9830

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-9822(9)

Contract 9830, Work Completed March 19, 1986

Project S.E. 199th Ave.-Main Ave. (Gresham)

Highway East Burnside Rd.

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date April 22, 1986

G. K. Hosner
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JUN 17 '86
REFER TO Fredrickson
FOR
Info Invs R/D D/R Sign Act File

Orig to
6/18

NOTED
LARRY RULIEN

BMW:11

cc: L. Rulien
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

RECEIVED
MAY 22 1986
OREGON DIVISION

9130

STATE COPYN

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

IN COMPANY WITH
Dick Dusa and Fred Beith, City of Portland; and Mike Smith; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
4/22/86	T. P. Lowe, Area Engineer James Klamerus, Highway Engineer Trainee	IX-9822(9)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	99 %	100 %

S. E. 199TH AVE. - MAIN AVE. (GRESHAM)
EAST BURNSIDE HIGHWAY
Grading, Paving and Signals

This project provided for the reconstruction of the subject section of highway to a 4-lane section with curbs and sidewalks.

The contract allowed 300 work days to complete the project. The contractor finished in 298 days.

The final estimated cost or $2,100,000 overran the original authorization by about 10%.

It was noted that the materials used in this project were satisfactory with the exception of some of the AC for which a penalty of $6,500 has been assessed.

The county elected to delete the landscaping from this project and intends to perform the landscaping in the future with their own forces as development in the area occurs.

This is a good looking urban arterial construction project. The ride is very good considering the staging necessary to construct the project. The project appears to have been constructed in conformance with the contract requirements and therefore acceptance is recommended.

- TPL -

NOTED
W. E. SCHWARTZ
5/16

RECEIVED
STATE HWY ENGR
MAY 02 '86
REFER TO
Fredrickson
FOR
Info Inves R/D D.R Sign Act File

Form FHWA-1448A
(Rev. 2-84)

jc

9830

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9822(9)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division 3-6-86

4. PROGRAM NO.

5. ITEM NO. 71416

2A. COUNTY NAME Multnomah

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE February 27,1986

8. FEDERAL ROUTE NUMBER FAU 9822

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
S. E. 199th Avenue - Main Avenue (Gresham)

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 2/14/86 we approve a Program Change to joint finance the subject project utilizing Appn. Code 177 funds.

1. Appn. Code: To add 177 funds.

RECEIVED
STATE HWY ENGR
MAR 11 '86
REFER TO
Potter
FOR

Info	Inves	R/D	O/R	Sign	Act	File

Orig to
3/11

14. DATE 3/6/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9830

N

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Ted Spence, Plan & Program Manager
Metro Region

DATE: January 23, 1986

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer of Urban System

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project numbers IX-9822(9) E. Burnside-SE 199th-Main Ave. (Gresham) in the amount shown:

	CURRENT OBLIGATION	PRESENT ESTIMATE	INCREASE
IX-9822(9)	$1,994,104	$2,062,119	$ 68,015

Please arrange for updating of MSD's records to show this change.

RLC:pf

cc: Gary Zehner, w/attach.
Wayne Schulte, Metro Region, w/attach.
General Files

9830

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. E. 199th Ave. to Main St. (Gresham)

WEEK ENDING: Nov. 30, 1985

SECTION PREFIX: 326-1074

HIGHWAY: E. Burnside Road

COUNTY: Multnomah

NAME OF JOB: E. Burnside Road

KIND OF WORK: Grading, Paving and Signals

CONTRACTOR: Oregon Asphaltic Paving Co.

CONTRACT NUMBER: 9830

FEDERAL AID PROJECT NUMBER: IX-9822(9)

DATE OF CONTRACT: June 8, 1984

DATE WORK STARTED: June 22, 1984

ESTIMATED COMPLETION DATE: Nov. 26, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: 300

WORK DAYS USED: 297

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 99.0%

PROJECT AUTHORIZATION: $ 2,326,002.14

EXCLUSIVE OF ENGINEERING: $ 2,099,591.46

ENGINEERING AUTHORIZATION: $ 226,410.68

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 92.4%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,099,591.46

ENGINEERING COST TO DATE: $ 319,857.18

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94.6%

ESTIMATED PERCENT: OVERRUN UNDERRUN ______%

PERCENT OF AUTHORIZATION: 108.5 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	C.T.B.	
100.0%	102.3%	94.4%	100.7%	87.9%		90.5%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.4	1.4			1.4
MILES PARTIALLY COMPLETED	0.3	0.3			0.2
MILES COMPLETED	1.0	1.0			1.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	24,015 C.Y.	22,350 Tons			14,700 Tons
TOTAL QUANTITIES CORRECTED TO DATE	25,432 C.Y.	33,792 Tons			17,304 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	24,000 C.Y.	30,592 Tons			15,204 Tons
AVERAGE DAILY QUANTITIES	80.8 C.Y.	103.0 Tons			51.2 Tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	477.3 C.Y.	1,066.7 Tons			700.0 Tons
NUMBER OF SHIFTS PER DAY	1	1			1
HOURS PER SHIFT	8	8			8

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Cloudy, Showers	0		
MONDAY 25	Cloudy, Snow, Showers	1		
TUESDAY 26	Cloudy, Snow, Showers	1		
WEDNESDAY 27	Cloudy., Snow, Showers	1		
THURSDAY 28	Cloudy, S Showers	0		Thanksgiving, Legal Holiday
FRIDAY 29	Cloudy Showers	1		
SATURDAY 30	Cloudy Showers	0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	No work performed.
MONDAY 25	No work performed by contractor.
TUESDAY 26	No work performed by contractor.
WEDNESDAY 27	No work performed by contractor.
THURSDAY 28	No work performed.
FRIDAY 29	No work performed by contractor.
SATURDAY 30	No work performed

REMARKS

NOTE: Workday count stopped as of Nov. 30, 1985.

SIGNED Richard Dunn LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F218

9830

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: November 7, 1985

TO: Oregon Transportation Commission

CON 5

FROM: for Larry Rulien
State Highway Engineer

OC 2, K

SUBJECT: Request for Increase in Project Authorization
SE 199th Ave.-Main Ave. Section
E. Burnside Road, Multnomah County
Contract No. 9830

This federal aid project is nearing completion and it now appears that the final cost will exceed the project authorization by $265,700 or 12.8 percent.

A major portion of the overrun is composed of minor overruns of several bid items. Most prominent among them are base and surfacing items, topsoil and flagging. Quantities of base materials were underestimated in the design phase and this shortage was aggravated by the necessity to use an additional amount in maintaining traffic through road approaches and driveways where soft subgrade conditions were encountered. The job mix for cement-treated base material required more cement in the mixture than was anticipated in order to achieve the necessary strength. A change in design of planting areas required additional topsoil, and extra flagging was needed to handle the high volumes of traffic for adequate protection of the traveling public and of workers on the project. These individually insignificant overruns combined to result in a total additional cost to the project in excess of $134,000.

The largest single item comprising the overrun is in construction engineering costs. The project was designed to be constructed in two phases, maintaining two-way traffic at all times, and continued through two construction seasons. Duplication of staking sequences necessitated by the two-stage requirement combined with complexity of the project details to result in approximately 75 percent overrun of the engineering authorization on the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $265,700 to a new total of $2,335,399.29. This matter will be on the consent calendar for the November 18 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 7, 1985

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
SE 199th Ave.-Main Ave. Section
E. Burnside Road, Multnomah County
Contract No. 9830

This federal aid project is nearing completion and it now appears that the final cost will exceed the project authorization by $265,700 or 12.8 percent.

A major portion of the overrun is composed of minor overruns of several bid items. Most prominent among them are base and surfacing items, topsoil and flagging. Quantities of base materials were underestimated in the design phase and this shortage was aggravated by the necessity to use an additional amount in maintaining traffic through road approaches and driveways where soft subgrade conditions were encountered. The job mix for cement-treated base material required more cement in the mixture than was anticipated in order to achieve the necessary strength. A change in design of planting areas required additional topsoil, and extra flagging was needed to handle the high volumes of traffic for adequate protection of the traveling public and of workers on the project. These individually insignificant overruns combined to result in a total additional cost to the project in excess of $134,000.

The largest single item comprising the overrun is in construction engineering costs. The project was designed to be constructed in two phases, maintaining two-way traffic at all times, and continued through two construction seasons. Duplication of staking sequences necessitated by the two-stage requirement combined with complexity of the project details to result in approximately 75 percent overrun of the engineering authorization on the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $265,700. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt M. Smith R. Dusa
B. M. Walton D. L. Trout

81-125-1387

9830

gaynetco

Mr. Orin Adams
Oregon Asphaltic Paving Company
11760 NE Glisan
Portland, OR. 97216

July 25, 1985

Re: East Burnside Road - OSHD Contract #9830

Mr. Orin Adams,

In order that you have complete information in your files, this letter is in response to the information you received from Richard Dusa regarding temporary signs on the above mentioned project.

Oregon Asphaltic Paving Company called us on May 14, 1985 requesting availability of temporary signs "Pavement Ends". We asked that OAP verify the size sign required. The next phone call was from Denny Widmer, OAP, advising us that we did not need to provide these signs since the County would provide them. Information that we were "unable to locate them" or "would have to order them" is grossly in error since we fabricate all our own signs and could have provided them as soon as they were needed had we been provided adequate information.

It should also be noted that additional temporary signs for this project have been provided by the County that were specifically called for in our project. The cost of these additional signs to the State was considerably higher than if they had been provided by us according to our contract. As a taxpayer, I trust the prices for permanent signing to be done by the County on a force order will not be as highly inflated as the cost for these signs.

I strongly object to any information being on file that indicates "late delivery" by GAYNETCO, INC., since this was not the circumstance in this case. Our invoice #E5-271 was for temporary signs supplied to the project according to our contract with you and do indeed reflect the signs placed by the County.

Sincerely,

GAYNETCO, INC.

Gaynet E. Melsheimer, President
GEM/fm
CC: Fred Veith
Mike Smith
AGC-OSHD Joint Committee, Construct by Contract Committee
Dale Wilken
Claude W. Manaton
C. Schrader/f
Fred Miller

FRED MILLER

RECEIVED
DOT DIRECTOR

JUL 31 '85

REFER TO Coulter

FOR

Info	Inves	R/D	D/R	Sign	Act	File

10416 N.E. MARX (503) 256-9711 PORTLAND, OREGON 97220

9830

6-85

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS   JUNE 1985   PAGE 332

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
A'AL ST O'LAY PROJ #5 UT2	CONT NO 9829	FA PROJ NOS X1	0000062 100					STATE	
	326	1073	201	00 P 1		589,872.21	589,872.21	84	85
	326	1073	201	00 N 1		284.45	284.45	85	85
	326	1073	203	00 P 1		5,455.00CR	5,455.00CR	84	85
	326	1073	203	00 N 1		8,305.00	8,305.00	85	85
	326	1073	270	02 P 1		2,355.85	2,355.85	85	85
	326	1073	270	03 P 1		3,842.75	3,842.75	85	85
	326	1073	270	04 P 1		135.31	135.31	85	85
	326	1073	285	01 P 1		8,539.23	8,539.23	85	85
	326	1073	294	00 N 1	718.90CR	5,406.92CR	5,406.92CR	84	85
	326	1073	295	00 N 9		31,899.03	35,502.03	84	85
	326	1073	296	00 N 9		614,999.03CR	618,602.03CR	84	85
	326	1073	298	00 N 9		583,100.00	583,100.00	84	85
	326	1073	900	00 P 1	475.74	3,238.20	3,744.99	84	85
	326	1073	903	00 P 1	11,981.57	90,115.30	90,115.30	84	85
	326	1073	915	00 P 1	.19CR	43.39	43.39	85	85
	326	1073	920	00 P 1	.16CR	34.58	51.22	84	85
	326	1073	921	00 P 1		3.26	3.26	84	84
	326	1073	940	00 P 1		4,396.50	4,396.50	84	85
	326	1073	941	00 P 1	96.57	4,265.64	4,403.93	84	85
	326	1073	944	00 P 1			3.32	84	84
	326	1073	945	00 P 1	27.10	1,043.27	1,059.73	84	85
	326	1073	948	00 P 1	7.91	242.63	242.63	84	85
			TOT	P1	12,588.54	702,673.22	703,359.62		
			TOT	N1	718.90CR	3,182.53	3,182.53		
			** JOB TOTALS **		11,869.64 **	705,855.75 **	706,542.15 **		
SE 199TH AVE-SE MAIN(G'M)	CONT NO 9830	FA PROJ NOS X10	9822009 100				X10 9822009	STATE	
	326	1074	201	00 P 1	161,147.86	962,790.35	962,790.35 contact	84	85
	326	1074	201	00 N 1		2,620.35	2,620.85 contact NP	85	85
	326	1074	204	00 P 1	8,057.39CR	48,270.56CR	48,270.56CR SP#3	84	85
	326	1074	210	03 P 1		1,400.96	1,400.96 SP#2	84	84
	326	1074	270	02 P 1		3,000.00	3,000.00 SP#4	84	84
	326	1074	270	04 P 1		3,923.86	3,923.86 SP#5	85	85
	326	1074	270	05 P 1		819.88	819.88 SP#6	85	85
	326	1074	291	06 N 1		1,047.70CR	1,047.70CR watch	85	85
	326	1074	294	00 N 1		10,984.33CR	~~10,984.33CR~~	84	85
	326	1074	296	00 N 9	133,451.46CR	987,645.23CR	~~1,003,185.23CR~~	84	85
	326	1074	297	00 N 9	2,169.53	54,762.44	~~70,302.44~~	84	85
	326	1074	298	00 N 9	131,281.93	932,882.79	~~932,882.79~~	84	85
	326	1074	900	00 P 1	49.64	916.74	2,360.15 PM	84	85
	326	1074	900	00 N 1		153.16	153.16 PM NP	85	85
	326	1074	903	00 P 1		154,708.94	154,708.94 Local	84	85
	326	1074	915	00 P 1	.09CR	19.81	19.81 Audit	85	85
	326	1074	920	00 P 1			49.46 Program	84	84
	326	1074	940	00 P 1	1,848.89	12,099.53	12,099.53 mat'l	84	85
	326	1074	941	00 P 1	1,312.69	6,423.29	6,423.29	[illegible]	85

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                JUNE 1985        PAGE  383

                                                                          FISCAL          GRAND TOTAL    ACTIVE  YRS
     DESCRIPTION              PREFIX  FUNCTION SUB   GR  CURRENT MONTH  YEAR TO DATE       TO DATE       BEG     END
                             326   1074     944        P 1       1.82CR         404.87          437.54   84      85
                             326   1074     945     00 P 1        .39CR          86.11          102.56   84      85
                             326   1074     948     00 P 1        .28CR          61.74           61.74   84      85
                             326   1074     985     00 P 1        .83CR         183.47          183.47   84      85
                                            TOT        P1    156,298.28   1,098,569.04    1,100,111.03
                                            TOT        N1                     9,258.02CR      9,258.02CR
                                         ** JOB TOTALS **    156,298.28 ** 1,089,311.02 ** 1,090,853.01 **

 LOMBARD ST/MARINE DR CONN    CONT NO 9880   FA PROJ NOS X10 9958002 100                                 STATE
                             326   1075     201     00 P 1                  741,343.44      741,343.44   84      85
                             326   1075     201     00 N 1                      307.45          307.45   85      85
                             326   1075     204     00 P 1                   36,697.45CR     36,697.45CR 84      85
                             326   1075     295     00 N 9     8,927.98     108,240.57      121,840.57   84      85
                             326   1075     296     00 N 9     9,240.16CR   719,858.83CR    733,458.83CR 84      85
                             326   1075     298     00 N 9       312.18     611,618.26      611,618.26   84      85
                             326   1075     900     00 P 1       116.35       3,074.70        3,152.85   84      85
                             326   1075     900     00 N 1                       58.06           58.06   85      85
                             326   1075     920     00 P 1         .45CR        100.71          100.71   84      85
                             326   1075     921     00 P 1                      637.77          637.77   84      84
                             326   1075     940     00 P 1       157.59       5,736.49        5,736.49   84      85
                             326   1075     941     00 P 1        29.20       3,090.65        3,090.65   84      85
                             326   1075     941     00 N 1        40.43          40.48           40.48   85      85
                             326   1075     944     00 P 1        10.03CR     2,229.30        2,229.30   84      85
                             326   1075     945     00 P 1       353.41         432.98          432.98   84      85
                             326   1075     948     00 P 1         8.21         178.43          178.43   84      85
                                            TOT        P1        654.28     720,127.02      720,205.17
                                            TOT        N1         40.48         405.99          405.99
                                         ** JOB TOTALS **        694.76 **  720,533.01 **   720,611.16 **

 NW KIT ST-NW 31ST AVE(P)     CONT NO 9854   FA PROJ NOS XI  9296004  93                XI  9296004  07 STATE
                             326   1076     201     00 P 1   186,032.13   1,300,087.00    1,300,087.00   84      85
                             326   1076     201     00 P 8    11,657.44      21,351.25       21,351.25   84      85
                             326   1076     204     00 P 1                    1,040.58CR      1,040.58CR 84      85
                             326   1076     204     00 P 8                       78.31CR         78.31CR 84      85
                             326   1076     282     06 N 1       828.98         828.98          828.98   85      85
                             326   1076     296     00 N 9     7,927.62CR 1,066,530.82CR  1,066,530.82CR 84      85
                             326   1076     298     00 N 9     7,927.62   1,066,530.82    1,066,530.82   84      85
                             326   1076     900     00 P 1    16,573.63     117,381.63      119,513.40   84      85
                             326   1076     900     00 P 8     1,246.66       8,824.30        8,975.87   84      85
                             326   1076     900     00 N 1        17.63       1,126.21        1,126.21   84      85
                             326   1076     900     00 N 8         1.32          84.74           84.74   84      85
                             326   1076     915     00 P 1         .18CR         40.35           40.35   85      85
                             326   1076     915     00 P 8         .01CR          3.04            3.04   85      85
                             326   1076     920     00 P 1         .25CR         55.55           55.55   84      85
                             326   1076     920     00 P 8         .02CR          4.18            4.18   84      85
                             326   1076     940     00 P 1       524.52       8,321.96        8,321.96   84      85
                             326   1076     940     00 P 8        39.48         626.39          626.39   84      85
```

Jack
EEO

DATE: May 29, 1985 TRA

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Oregon IX-9822(9)
SE 199th Avenue - Main Avenue (Gresham)
East Burnside
Multnomah County

In reference to your May 16, 1985 letter regarding traffic signal pole locations on the above project, please refer to item 4 on the attachment. This letter to plan holders changes pole locations and consequently mast arm lengths and tenon locations, so that poles may be located behind sidewalks as you requested.

This project is currently under contract and material submittals for poles include changes listed in the letter to plan holders. A copy of the pole drawings is also attached for your review.

Please contact us if we can be of further assistance.

HSC:KRR:cm

Attachment

bc: Gary Potter, Program Section
Cliff Laux, Program Section
L. E. George, Traffic Section

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

RECEIVED
MAY 20 1985
TRAFFIC ENGINEERING

May 16, 1985
IN REPLY REFER TO
HFO-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon IX-9822(9)
S. E. 199th Ave. - Main Ave. (Gresham)
East Burnside
Multnomah County

Our letter of May 7, 1984, confirmed our PS&E approval subject to revisions to the signal pole locations and assurance of appropriate roadside clear zones. We have no record of revised plan sheets or design changes as requested.

Please send us copies of revised plan sheets, or other documents, with evidence of incorporation into the contract, or a revised project agreement estimate identifying the traffic signals as non-participating.

Sincerely yours,

NOTED
L. E. GEORGE

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (G. Potter, Prog) w/enclosure
OSHD (C. Laux, Prog) w/enclosure
OSHD (W. Zirbes, Traffic) w/enclosure

NOTED
E. S

Bud & George
Pls handle
ESH

NOTED
J. O. BUTLER

RECEIVED
STATE HWY ENGR
MAY 17 '85
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

NOTED
R. ZIRBES

NOTED
KEITH R. RUDISIL

9830

Form 734-3106

Job No

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for 199th - Main, E. Burnside Rd.

Made by E 4-4 1985 Checked 19 Date Checked by 19

(256-9711)

Gay Melsheimer asked Don Horwell who was installing Permanent signs on 199th - Main St., E. Burnside Rd. - I Discussed w/ Wayne Schulte who talked to Dick Ducette, Project Manager for Multnomah County. We have retained in program $6,500 for Permanent Signing. Multnomah County by Force Order will furnish & Install permanent signing. I called Gay, who is w/ Ganettco - a sign manufacturing Company, and told her about County performing signing. She said an audit report in 1981 recommended that the County contract their signing at an annual savings of $65,000. This Company is doing temporary signing on this project. Told her it was County's decision to install signing & she should discuss w/ Ducette.

Informed Wayne Schulte of my discussion w/ Gay.

E

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9822(9)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71416

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/19/84
8. FEDERAL ROUTE NUMBER FAU 9822
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
SE 199th Avenue - Main Avenue (Gresham)

11. GENERAL DESCRIPTION OF WORK
Furnish and install temporary closure signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
XX ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/19/84 as requested in Mr. Fredrickson's letter of 11/14/84 as being cost effective for the use of Multnomah County forces to proceed with the above work. State Force Order No. 5 representing work performed by Multnomah County forces is approved for a TEC of $1,000; Federal Funds $850.

RECEIVED
STATE HWY ENGR
NOV 27 '84
REFER TO Potter
FOR
Info	Inves	R/D	D/R	Sign	Act	File

Orig to 11/2

14. DATE 11/26/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

983.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9822(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71416

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/20/84

8. FEDERAL ROUTE NUMBER FAU 9822

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

SE 199th Avenue - Main Avenue (Gresham)

11. GENERAL DESCRIPTION OF WORK

Revised Force Order Cost

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Fredrickson's letter of 11/2/84 the revised costs to a TEC of $3,923.86; Federal Funds $3,385 for work under SFO #1 is approved, contingent upon modification of Project Agreement if additional funds are required.

(Increase TEC $1,444.86; Federal Funds $1,278)

RECEIVED
STATE HWY ENGR
NOV 8 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 11/7/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPC ATION
FEDERAL HIGHWAY ADMINISTRATION

SC

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9822(9)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

9-17-84

4. PROGRAM NO.

5. ITEM NO. 71416

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-20-84

8. FEDERAL ROUTE NUMBER FAU 9822

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
S.E. 199th Ave. - Main Ave. (Gresham)

11. GENERAL DESCRIPTION OF WORK
Increase Height of 37 poles from 45 feet to 50 feet

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, the advance authorization date of 7-20-84 as requested in Mr. Fredrickson's letter of 8-30-84 as being cost effective for the use of PGE forces to proceed with the above work is approved. State Force Order No. 1 representing work to be performed by Portland General Elec. forces is approved for a TEC of $2,479 Federal Funds $2,107.

RECEIVED
STATE HWY ENGR
SEP 17 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. 9/18

14. DATE 9/14/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hass

16. TITLE for Division Administrator

FORM PR-1240
PREVIOUS EDITIONS MAY BE USED

9830

Multnomah County Advance Deposit
8-30-84 $155,400

9822 (9)

W-36 funds 191,781 Total Cost ?
C09830 163,016.40 F.F (85%)
14,383 Co.F – 50% of match
14,382 State Funds ?

177 funds 70,115.30 Total Expenditure
59,598.00 FF 85%
5,994.86 Co.F – 57% of match

580 funds 2,007,401.62 Total Participating
95,148.73 Non Participating
1,706,291.37 FF 85%
171,632.84 Co. Share 57% of match

EXPENDITURE TOTAL	2,364,449.65	435,544.65	Const Bal
FHWA SHARE	1928,905.77	– 155,400.00	AD
Balance after FF	435,544.65	– 116,441.04	[illegible] Int.
			[illegible]

State to Pay 9/15 of match on First 1,460,790 in Federal Aid funds allocated from "FAU Replacement Funds". = 154,671.88

R/W 9822 (7)

170863.42
146600.81 Fed Funds

PE M 9822(3)

24262.61 Part.
598.55 Non Part
24 861.16 X60% $14,5[illegible]1.36
1,470.00 AD for State Perf. P.E.
PE by Co.

Billing shows 2289.97 P
+ 574.34 NP
#2864.31

R/W-IX 9822(7)

261,667.34 Part.
+ 205.36 Non Part.
261,872.70
-222,417.23 FF 85%
39 455.47 X60% = 23,673.28 State Share
205.36 Co. Non Part
39,660.83
13,500.00 Co AD R/W
26,160.83
23,673.28
2487 55 Bal

Max State Contribution 154,671.88
- 23,673.28 R/W
14,551.56 PE ?

1. Does State match W36 funds @ 9/15 or only 1X? - PE, R/W & Const?

2. Does Gary know what the $95,000 non participating on construction might have been?

3. What was the reason for not getting an additional advance deposit before?

4. Should I request an AD now?

TIP

→ Check List for FAU Replacement Max.

Check federal $ in TIP IX & FAU

Ask Wayne if he wants to ask for $ or not.

Cost increase request for everything over estimate

9830

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

Date: August 21, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
Max J. Klotz

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 71416
Project No. M-9822(3)
S.E. Stark Street - Main Avenue Section
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated August 13, 1984.

Approval of this request will involve an increase of $20,350.00 in total cost and obligation of $17,460.00 in Federal Funds with revised financing as follows:

	TEC	FF	%
Present	$170,350.00	$146,160.00	85.8
Previous	150,000.00	128,700.00	
Difference	$ 20,350.00	$ 17,460.00	

RHZ:me
Attachment
cc: E. L. Hardt (Metro)
F. E. Terpin
Karen Bunk (Metro)
Wayne Schulte (Metro)
Gary Zehner ✓
Shirley Williams

Form 734-3122

1730

June 27, 1984

Oregon Asphaltic Paving Co.
1220 S.E. 19th Avenue
Portland, OR 97233

CON 5
#9830

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9830 for work on the 199th Avenue-Main Avenue (Gresham) Section of East Burnside Road in Multnomah County

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Encl.

cc: Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Jan Peterson
E. L. Hardt
Mike Smith
L. E. George

Oregon Asphaltic Paving Co.

ASPHALTIC CONCRETE PAVING • *Roads - Industrial Areas - Shopping Centers - Sub Divisions - Yard and Warehouse Areas*

PHONE 252-1497 1220 S. E. 190TH AVENUE PORTLAND, OREGON 97233

May 25, 1984

Mr. Robert Gormsen
Office of Commission Services
Room 121, State Transportation Bldg.
Salem, Oregon 97310

Subject: Minority Business Enterprise (DBE and WBE) goals for S. E. 199th Avenue-Main Avenue (Gresham) on East Burnside Road.

#9830

Dear Mr. Gormsen:

A phone notification was received from your office today that the above project will be awarded to our firm.

The following is a breakdown of the Minority Business Enterprise that we intend using on this project:

Gentry and Sanchez, 6135 S. E. 111th Avenue, Portland, OR (Phone: 761-4505).

#1:	Mobilization	Lump Sum		$ 1,525.00
#11:	Trench Excavation	4,970 C.Y.	4.75	23,607.50
#32:	8" Storm Sewer Pipe	630 L.F.	9.55	6,016.50
#33:	10" " " "	402 L.F.	10.55	4,241.10
#34:	12" " " "	1,216 L.F.	16.90	20,550.40
#35:	15" " " "	650 L.F.	17.15	11,147.50
#36:	18" " " "	220 L.F.	18.75	4,125.00
#37:	24" " " "	1,686 L.F.	26.75	45,100.50
#38:	27" " " "	370 L.F.	31.20	11,544.00
#39:	30" " " "	985 L.F.	37.00	36,445.00
#40:	36" " " "	280 L.F.	45.35	12,698.00
#41:	54" " " "	426 L.F.	123.45	52,589.70
#42:	66" Arch CMP Transition Pipe	24 L.F.	297.00	7,128.00
#43:	Concrete Manholes, Type "AP"	10 EA.	1,285.00	12,850.00
#44:	Concrete Manholes, Type "BP"	9 EA.	1,178.00	10,602.00
#45:	Concrete Sumps	5 EA.	895.00	4,475.00
#56:	Loose Riprap	20 Ton	23.80	476.00
#57:	Adjust Manholes	28 EA.	169.00	4,732.00
#58:	Reconstruct Manholes	2 EA.	877.00	1,754.00
#59:	Monument Boxes	4 EA.	60.00	240.00
		Gentry and Sanchez Total:		$ 271,847.20

$271,847.20 ÷ $1,818,032.70 = 14.9%. The DBE goal for this project is 10% and we have exceeded that amount.

The following is a breakdown for the Woman Business Enterprise that will be used on this project:

Anderson's Erosion Control, Inc., P.O. Box 205, Junction City, OR, phone 998-2062.

#68:	Furnishing and planting Trees	126 EA.	$ 65.00	$ 8,190.00
#69:	Furnishing and planting Vines	15,350 EA.	.65	9,977.50
#71:	Soil Conditioner	142 C.Y.	15.00	2,130.00
#72:	Bark Mulch	20 Units	120.00	2,400.00
		Anderson's Total		$ 22,697.50

$22,697.50 ÷ $1,818,032.70 = 1.2%. The WBE goal for this project is 1%, and we have exceeded that amount.

We hope this meets with your approval. If you have any questions, please call. Thank you.

very truly yours,

OREGON ASPHALTIC PAVING CO.

Bob Quesinberry

Bob Quesinberry
Chief Estimator

lr/bq

RECEIVED
MAY 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9830

May 30, 1984

PRO

Mr. Larry F. Nicholas, P.E.
County Engineer
Multnomah County
Engineering Services
2115 S.E. Morrison Street
Portland, Oregon 97214

Dear Mr. Nicholas:

On May 24, 1984 we received a satisfactory bid from Oregon Asphaltic Paving Company of Portland, for the S.E. 159th Avenue-S.E. Main Section of East Burnside Road.

The County share of the project cost is computed as follows:

Contractor's Bid (Alternate "A")		$1,818,032.70
Anticipated Additional Items:		
Permanent Signing	$6,500	
Permanent Striping	3,500	
Temporary Striping	1,000	
Temporary Erosion Control	1,500	
Signal Controller Testing & Turn-On	4,000	
Software Programming	1,400	
Pavement Markers	1,400	
Additional Mounting Pole Height	2,400	21,700.00
SUBTOTAL		$1,839,732.70
Contingencies (4 1/2%)		82,787.97
Engineering (8%) by County (Not Included)		- 0 -
TOTAL		$1,922,520.67
Less Federal Funds (includes $1,269,540 balance of FAU Replacement Funds)		(1,634,142.57)
Less State Share Const. ($1,269,540 ÷ 85% x 9%)=		(134,421.00)
COUNTY SHARE CONST.		$ 153,957.10
Estimated P.E. by State		21,000.00
County Share P.E. by State: 7% of $21,000.00 =		$ 1,470.00

SUMMARY:

County Share Const.	$ 153,957.10
County Share P.E. by State	1,470.00
TOTAL COUNTY SHARE AND	$ 155,427.10
ADVANCE DEPOSIT	$ 155,400.00

Please submit your $155,400, which should arrive not later than June 15, 1984 using one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

GEZ:pf
Attachment

bcc w/AD #84-47: Wayne Schulte, Metro Region
V. E. Skoog-Please return completed AD #84-47 when deposit is made.

9830

PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

Multnomah

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION S.E. 199th - Main Street (East Burnside)

REGION Metro Region

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	2	326-1949	5/30/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 8,900	915 AUDITS	$	$ 300	933 SURFACE DESIGN	$	$ 900
902 CITIZEN'S INVOLVEMENT		640	916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		137,030	918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		2,270	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		
906 BRIDGE DESIGN		500	921 SPECIFICA-TIONS		4,000	938 REGION ENVIRONMENT		150
907 PRELIMINARY DESIGN		110	922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		1,500	923 ENVIRONMENTAL SECTION		3,850	950 TRAINING		
910 REGION GEOLOGIST		6,050	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,400	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		550	926 FOUNDATION			980 PUBLIC HEARING		200
913 RIGHT-OF-WAY LIAISON		1,150	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		100	932 RAILROAD & UTILITIES		100			

TOTALS	$	$170,350
PREVIOUS AUTHORIZATION		$150,000
ADD. AUTH. REQUIRED		$ 20,350

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER M-9822(3)

LOCATION ENGINEER'S REMARKS

Major design changes to drainage and soundwall designs occurred after the first project design was submitted from the local government.

PROGRAM SECTION
MANAGER ..... RESOURCE UNIT .....
FA UNIT ..... PROGRAM UNIT .....
SEP 05 1984
REFER TO..........
R/D ..... ACT ..... REPLY .....
DISC ..... INFO ..... FILE .....

"Balance out"

PREPARED BY	DATE 5-30-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X for ES	DATE 8-15-84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X for ES/H	DATE 8/15/84
RECOMMENDED, LOCATION ENGINEER X	DATE 8/14/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 8-24-84	

734-1914 (7-82)

9830

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 17, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project No. IX-9822(9)
SE 199th-Main (Gresham) Section
E. Burnside Road
Multnomah County

In response to your memorandum (HFO.6-OR) of May 7 I have attached a copy of the County's letter of May 10 which addresses your concerns.

On May 11, revision letter no. 1 was sent to plan holders changing pole locations and dimensions of appurtenances on signal poles number 2, 6 and 8.

JLG:pf
Attachments
cc: General Files

Form 734-3122

9830

OREGON STATE HIGHWAY DEPARTMENT

TO: Bill Bergstedt
Spec. Unit

SUBJECT: E. Burnside Rd.
S.E. 199th Ave. - Main (Gresham)

DATE: 5/14/84

FROM: Wayne Schultz
Metro Reg.

In response to the FHWA letter of May 7 (copy attached) I have obtained assurances from Mult. Co. that corrective measures will be taken on subject project. These corrective measures are listed on the attached Mult. Co. letter.

It is my understanding an Addendum Letter will be issued by your unit covering the change in mast-arm lengths. The other revisions can be easily handled during construction.

Please forward the County response to the F.H.W.A.

cc: [redacted]

Wayne Schultz
(SIGNATURE)

PLEASE REPLY HERE

CLW/AH: Joe Gaither

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAY 1 5 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

CC: ______ (SIGNATURE) ______ (DATE) ______

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

3

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DENNIS BUCHANAN
COUNTY EXECUTIVE

May 10, 1984

Wayne Schultz
Highway Director
Oregon Department of Transportation
Metropolitan Branch
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

RE: East Burnside Road (326-1949) SE 199th Avenue-Main Avenue (Gresham)

Dear Mr. Schultz:

As per our telephone communication this morning, ODOT and Multnomah County are in agreement to the following revisions regarding:

1. PGE Pole Location - PGE submitted their new pole location of 6'-6" feet from the face of the north curb in March 1984 after our meeting with PGE.

2. The planting area adjacent to the south curb of 4'-6" will be reduced to 3'-0". The 1'-6" difference will be transferred to the area behind the 5'-0" sidewalk to create an additional 2'-0" planting area at the base for the cut/fill slopes.

3. Trees will not be planted adjacent to the south curb but 2'-0" south of the back of sidewalk for a total of 10'-6" from the curb.

   Trees were required in the Environmental Impact Statement of June 1981.

4. Relocation of the northwest and southeast traffic signal pole-foundations along with the new north 40 foot and south 45 foot mast-arms have been approved by Bob Johnson, Traffic Engineer.

Very truly yours,

Dick Soderquist
Planning Design Engineer

Ron Wong, P.E.
Associate Engineer

RW:slr

cc: Don Fantz, ODOT

1830 P

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

May 7, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon IX-9822(9)
SE 199th - Main (Gresham) Section
East Burnside Road
Multnomah County

We have approved the PS&E documents for this project subject to the following considerations:

Signal pole number 2 at the 202nd intersection and poles 6 and 8 at 212th should be relocated to the back of the sidewalk or future sidewalk zone.

Installation of trees, utility poles or other fixed objects in the planter strip is not appropriate unless the posted speed is 35 mph or less. The preferred location is back of the sidewalk.

Please secure appropriate design changes and/or assurances prior to contract award.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (H Versteeg)
OSHD (G Potter)
OSHD (W Zirbes)
OSHD (C Laux)

RECEIVED
STATE HWY ENGR
MAY 8 '84
~~REFER TO~~ Hunter
FOR

Info	Answ	R/D	D/R	Sign	Act	File
					✓	

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9822(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71416

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5/2/84	FAU 9822	County Road

10. GENERAL LOCATION:
SE 199th Avenue - Main Avenue (Gresham) Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain, pave, traffic signal, landscape and illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4/25/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 4/30/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,606,222, Federal Funds $2,215,287.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

RECEIVED
STATE HWY ENGR
MAY 7 '84
REFER TO
Potter

Orig W/ att. to

FHWA - Oregon Division 5-2-84

5. ITEM NO. 71416

Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/2/84	8. FEDERAL ROUTE NUMBER FAU 9822	9. STATE ROUTE NUMBER County Road

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SE 199th Avenue - Main Avenue (Gresham) Section

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☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ XX CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ XX OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4/25/84

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RECEIVED
STATE HWY ENGR
MAY 7 '84
REFER TO
Potter
FOR
Info Insp R/D D/R Sign Act

Orig w/ att. to
5/8

14. DATE 5/2/84	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9830 4-23-84

Section S.E. 199th Av. – Main Ave. (Gresham) Programming Estimate $

Highway East Burnside Road Project Length 1.35

County Multnomah Completion Time (a) All Clearing & Grubbing 30 cal. (b) All work 300 Workda

Kind of Work Grading, Paving, Signals Est. Comp. Date 7-31-86

Prefix 326-1949 Letting Date May 24, 84 Project No. IX-9822 (9)

RECV'D 4/23/84 @ 4:30 PM

ESTIMATED CONSTRUCTION AUTHORIZATION

		Alt. "A"	Alt. "B"
Estimated Contract Amount		$ $2,295,883^{30}$	$2,393,274^{50}$
Anticipated Additional Items:			
Royalty Payment			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing	6,500		
Permanent Pavement Striping	3,500		
Temporary Pavement Striping	1,000		
Remove Pavement Striping (Exist. & Temp.)			
Temporary Erosion Control	1,500		
State Furnished		$ 21,700	
Roadside Seeding & Mulching			
Asphalt Cement Adjustment			
On the Job Trainees ($0.80 x ____ hrs.)			
State Responsibility for Damages			
Signal Controller Testing & Turn On	4,000		
"OPTICOM" Testing			
Bikeway Signs			
Bikeway Striping & Legend			
Software Programing	1,400		
Pavement Markers	1,400		
Additional mounting Pole hight	2,400		
Adjust Utilities:			
Subtotal		$ $2,317,583^{30}$	$2,414,974^{50}$
Contingencies (4-1/2%)		$104,291^{25}$	$108,673^{85}$
Engineering ([✓ 8], ~~9~~, ~~10~~%)		$185,406^{66}$	$193,197^{96}$
Subtotal		$ $2,607,281^{21}$	$2,716,846^{3}$
Credit for			
Estimated Net Authorization, Construction		$ $2,607,281^{21}$	$2,716,846^{3}$

APPROVED Advised Wayne Schultz by Phone 4-24-84 E

Road Design Engineer

Rec'd. 4-24-84 E

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION S.E. 199th Ave. - Main Ave. (Gresham)			COUNTY Multnomah		SHEET 1	OF 5
KIND OF WORK Grading, Paving, Signals		KEY NUMBER	LENGTH 1.35	DATE 4/13	NAME Bergstedt	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		All	All	—	20,000 -
	Temporary Protection and Direction of Traffic		All	All	—	6,000
	Temporary Signs		Sq. Ft.	263	6 -	1578 -
	Temporary Barricades		Each	10	100 -	1,000 -
	Temporary Plastic Safety Markers		Each	25	80 -	2,000 -
	Temporary Reflective Pavement Markers		Each	150	7^{50}	1,125 -
	Flaggers		Hour	1,000	24 -	24,000 -
	Roadwork					
	Clearing and Grubbing		All	All	—	10,000 -
	~~Removal of Building~~		~~All~~	~~All~~		~~10,000~~
	General Excavation		Cu. Yd.	24,015	5 -	120,075
	Extra for Pavement Removal		All	All	—	30,000
	Trench Excavation		Cu. Yd.	4,970	10 -	49,700
	Finishing Roadbed and Slopes		All	All	—	10,000 -
	Obliteration of Roadway		All	All	—	1,000
	Watering		M-Gal.	62	10	620
	1"-0 Aggregate Base		Ton	4,010	6^{50}	26,065
	Cement Treated Base Mixture		Ton	22,350	7^{75}	$173,212^{50}$
	Portland Cement in CTB Mixture		Ton	1,120	75 -	88,500
	Asphalt in Seal		Ton.	120	250	30,000
	Aggregate in chip Seal		Ton	460	15	6 900

734-1736 (REV. 2-84)

$601\ 775^{50}$

SUMMARY—BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION SE 199th Ave. — Main Ave (Gresham)		COUNTY Multnomah		SHEET 2	OF 5
KIND OF WORK Grading, Paving, Signals	KEY NUMBER	LENGTH 1.35	DATE 4/13	NAME Bergstedt	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Class "B" or Class "C" Asphalt Concrete Mixture		TON	14,700	17— ~~16—~~	249,900— ~~235,200~~
	Asphalt Cement in Mixture		Ton	830	170—	141,100—
	Hydrated lime in Mixture		Ton	147	85—	12,495—
	Asphalt in Tack Coat		Ton	83	250—	20,750
	Alternate "A"					
	Structure Excavation		Cu.Yd.	2,352	10—	23,520
	Structural Concrete Class 3300		All	All	—	211,575—
	Reinforcement		All	All	-	86,365^{50}
	8-inch Concrete Block Walls		All	All	—	309,100^{80}
	Alternate "B"					
	structure Excavation		Cu.Yd.	1,075	10—	10 750
	structural Concrete Class 3300		All	All	—	216,450—
	Reinforcement		All	All	—	26,992^{50}
	Metal Barrier walls		All	All	—	473,760—
	8-inch Storm Sewer Pipe		Lin. Ft.	630	7^{50}	4725
	10-inch Storm Sewer Pipe		Lin. Ft.	402	9^{50}	3819
	12-inch Storm Sewer Pipe		Lin. Ft.	1,216	14^{00}	17,024
	15-inch Storm Sewer Pipe		Lin. Ft	650	19^{00}	12,350
	18-inch Storm Sewer Pipe		Lin. Ft.	220	22^{00}	4840
	24-inch Storm Sewer Pipe		Lin. Ft.	1,686	34^{00}	57,324
	27-inch Storm Sewer Pipe		Lin. Ft.	370	39^{00}	14,430

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION SE 199th Ave.– Main Ave. (Gresham)		COUNTY Multnomah		SHEET 3	OF 5
KIND OF WORK Grading, Paving Signals	KEY NUMBER	LENGTH 1.35	DATE 9/13	NAME Bergstedt	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	30-inch Storm Sewer Pipe		Lin. Ft.	985	48 –	47,280
	36-inch Storm Sewer Pipe		Lin. Ft.	280	60 –	16 800
	54-inch Storm Sewer Pipe		Lin. Ft.	426	140 –	59,640
	66"x Arch CMP Transition Pipe		Lin. Ft.	24	200 –	4,800
	Concrete Manholes, Type 'AP'		Each	10	1,900 –	19,000
	Concrete Manholes, Type 'BP'		Each	9	1,500 –	13,500
	Concrete Sumps		Each	5	1500 –	7,500
	Concrete Inlets, Type G		Each	1	400 –	400
	Concrete Inlets, Type G-1		Each	1	400 –	400
	Concrete Inlets, Type CG-1	/	Each	52	450 –	23,400
	Concrete Inlets, Type D		Each	1	400 –	400
	4-inch Concrete Walks and Driveways		Sq. Yd.	4,500	10 –	45 000
	6-inch Concrete Driveways		Sq. Yd.	700	14 –	9 800
	Concrete Curbs		Lin. Ft.	14,152	3.25	45,994
	Extra for Asphalt Approaches		Each	28	200 –	5,600
	Reconstruct Asphalt Concrete Driveway and Parking Area, Complete (Sta. 343+85)		All	All	–	4,000 –

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION SE 199th Ave.- Main Ave (Gresham)		COUNTY Multnomah		SHEET 4	OF 5
KIND OF WORK Grading, Paving, Signals	KEY NUMBER	LENGTH 1.35	DATE 4/13	NAME Bergstedt	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Rock Gabions		Cu. Yd.	30	75-	2 250
	Loose Riprap, Class 100		Cu. Yd.	20	20-	400
	Adjusting Manholes		Each	28	150-	4200
	Reconstructing Manholes		Each	2	300-	600
	Setting Monument Boxes		Each	4	100-	400
	Single Mailbox Supports		Each	8	80-	640
	Multiple Mailbox Supports		Each	3	100-	300
	Concrete Collars		Each	3	50	150
	Illumination					
	Roadway Illumination		Each	36	555-	19800
	Street Light Poles		Each	2	650-	1300
	Traffic Signals					
	Traffic Signal/Installation, Complete (S.E. 202nd Ave.)		All	All	-	78,300
	Traffic Signal/Installation, Complete (S.E. 212th Ave.)		All	All	-	69,000-
	Traffic Signal/Installation, Complete (S.E. 221st Drive)			All	-	12,000-

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION: SE 199th Ave.– Main Ave. (Gresham)
COUNTY: Multnomah
SHEET 5 OF 5
KIND OF WORK: Grading, Paving, Signals
KEY NUMBER:
LENGTH: 1.35
DATE: 4/13
NAME: Bergstedt

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Landscaping					
	Furnishing and Planting Trees		Each	126	100–	12,600
	Furnishing and Planting Vines		Each	15,350	0^{65}	9977^{50}
	Furnishing and Placing Topsoil		Cu. yd.	426	12–	5112
	Soil Conditioner		Cu. yd.	20	120–	2400
	Bark Mulch		Unit	142	13–	1846
			Alt.	"A"		2,295,883^{3}
			Alt	"B"		2,393,274^{5}

734-1736 (REV. 2-84)

9830

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

3-21-84

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-9822(7) Prefix: 326-2592
Project Name SE Stark S 4 - S.E. 223rd Ave. (Gresham)
East Burnside St. Hwy. - Multnomah County

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☒ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 21 day of March, 1984

County of Multnomah

Lou E. Nicholas
~~County Judge/Chairman~~
County Engineer

Commissioner

Commissioner

Certified By:

Kenneth W Rolfe
Regional Right-of-Way Supervisor
Date 3-22-84

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
APR 1 - 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

D

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

#9830

9830

1

March 16, 1984

Value Engineering Study - SE 199th Ave.-SE Main Ave. (Gresham) Section, E. Burnside St., Multnomah County.

SEE: RES 5 - Value Engineering

9830

[illegible]

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DENNIS BUCHANAN
COUNTY EXECUTIVE

RECEIVED
MAR 5 1984
ROAD DESIGN SECTION

[illegible]
Anderson
I Adams
Macnab
Edwards
Terpin
Trout
[illegible]

Do Not File ☐
Return To
Bring Up / /
Action

February 29, 1984

Don Adams, P.E.
Final Design Engineer
Oregon Dept. of Transportation
5821 NE Glisan St.
Portland, OR 97213

Attn: Carl Keller
Return To Design Files

Re: East Burnside St.
SE 199th Ave. - Main Ave. (Gresham)

Dear Sir:

Per your request, the following is our response to the items discussed in the Value Engineering Study of the subject project:

A. Value Engineering Study Recommendations:

1. Use existing roadway as base where possible.
2. Relocate bikeway from roadway to a separate facility on south side of roadway.
3. Relocate sound barrier wall from back of sidewalk to the vicinity of the right-of-way line where possible.
4. Allow alternate bid item for sound barrier wall.

B. Other opportunities for Value Improvement Recommended for Further Study:

1. Retaining wall location and length
2. Drainage system design

As recommended, the County has recalled the contract plans from ODOT and we have taken the following actions on the above items:

A.

1. Further study of the use of the existing roadway as a base proved to be unworkable due to the short area where it could be done without causing too large a change in grades and slopes where right-of-way is tight and matching existing cross streets and driveways.

2. The County Comprehensive Plan restricts separate recreation/trip oriented bicycle facilities to the 40 Mile Loop Trail System. All other bicycle facilities are planned to be lanes on roadway type per the policy of the FHWA. A separate facility would cause too many problems where crossings of uncontrolled driveways and intersections.

   Due to the negative findings, upon further study of Items 1 & 2, we are not changing the original roadway design.

3. The more this proposal was considered the better it looks to everyone involved. We are moving the sound barrier to the proximity of the right-of-way.

   As a side value to this change, the utility poles are also going to be moved from 1 ft. back of the curb to a location adjacent to the sound barrier wall - behind the future sidewalk.

4. We are providing for an alternate concrete block design furnished to us from ODOT. The proof of the pudding will have to wait until the bid opening, but we are very optimistic that a potential savings of approximately $200,000 will occur due to this change.

B.

1. The retaining walls have been redesigned and moved to the right-of-way line.

2. The whole storm sewer system has been redesigned in a new location to the north of the existing roadway. This will allow construction during the first phase of construction without disruption of traffic and provides a drainage facility for the second phase of construction, which had been overlooked, and would have caused some serious construction problems. This will result in substantial savings but it is not possible to estimate the actual savings.

All in all, I feel that the end result of Value Engineering Study on this project will be very beneficial, resulting in a much easier to build, more economical, and pleasing facility when completed.

If we can be of any further assistance in your review of the Value Engineering Study, please advise.

Sincerely,

Larry F. Nicholas, P.E.
County Engineer
Fred Veith
Fred L. Veith, P.E.
Construction Engineer

FV:bb

9830

326-1949

STATE OF OREGON **INTEROFFICE MEMO**

TO: DONALD R. ADAMS
Final Design Engineer

DATE: February 8, 1984

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: 199th-Main, East Burnside

Multnomah County has recently completed a value engineering study on this project which shows support for certain changes in the design. During the last six weeks, as a result of their re-evaluation, Multnomah County has developed some significant changes in the project design with regard to noise wall type and location, storm sewer design, and the use of monolithic curb and gutter to control surface drainage.

Modification to the design will require substantial redrafting of some of the plan sheets. They have requested that we return the original mylar plan sheets to them. Redrafting by the County will require approximately one month, with re-submittal of their design targeted for March 8. The project is funded with FAIX dollars in FY'84. The County desires a May bid letting which seems reasonable if their work is completed by early March.

JDM:DEF:po

cc: E. L. Hardt
Gary Potter - Please shift to May letting in PCS
Curt Duval
Don Fantz
Larry Nicholas

Bud - Pls handle

1 Versteeg ✓
Anderson
2 Adams
3 Macnab
Stoudenmeyer
Turpin
Trost
Wakerlig

RECEIVED

FEB 9 1984

ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

125-1387

9830

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: January 17, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 71416
Project No. IX-9822(9)
S.E. 199th Ave.-Main Ave. (Gresham) Sec.
County Road
Multnomah County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on February 23, 1984.

DRH:bkb
Attachments

cc: E.L. Hardt (Metro)
Jon Rose (Metro)
Karen Bunk (Metro)
✓ Gary Zehner w/att.
General Files

4

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

1-17-84

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., SE 199th-Main Ave. (Gresham)	ADT	PRESENT 19,600	FUTURE ---- / YEAR ----	REGION 10	STATE NAME Oregon / STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Pav. & Traf. Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9822	SEQ. NO. (9)

CARD	CLASS OF FEDERAL FUNDS Interstate Transfer Grants - Highway		COUNTY NAME Multnomah			CODE
	NAME OF URBAN AREA Portland	ROUTE NO. U	FEDERAL-AID 9822	STATE Co. Rd.	U.S. ----	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) I000 Y031	03	"S.E. 199th Ave.-Main Ave. (Gresham) Sec."	1.35	2,220,000	1,887,000	133,657*	199,343
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	1.35	2,220,000	1,887,000	133,657*	199,343
1	14	PROGRAM APPROVAL DATES 10-27-76							(16) (23)	(24) (33)		

REMARKS
Additional Data: Item No. 71416; Projec
IX-9822(3) & (7).

*See Note No. 4 on back.

326-1949

USCOMM D

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1
(REV. 4-61)

1-17-84

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces) Co. Rd., SE 199th-Main Ave. (Gresham)	ADT	PRESENT 19,600	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 580	ITEM NO. 71416

ROPOSED WORK (35 typewriter & Traf. Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9822	SEQ. NO. (9)	I. Projects Only POST MI.	DESIG.

AL FUNDS
Interstate Transfer Grants - Highway

COUNTY NAME
Multnomah

CODE

AREA
Portland

ROUTE NO. U

FEDERAL-AID 9822

STATE Co. Rd.

U.S. ----

PROGRAM STAGE
☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) I000 Y031	03	"S.E. 199th Ave.-Main Ave. (Gresham) Sec."	1.35	2,220,000	1,887,000	133,657*	199,343	
ARED BY	DRH		PROJECT TOTALS	1.35	2,220,000	1,887,000	133,657*	199,343	

RAM APPROVAL DATES
10-27-76

*See Note No. 4 on back.

REMARKS
Additional Data: Item No. 71416; Project No.
IX-9822(3) & (7).

-over

S.E. 199th Ave.-Main Ave. (Gresham) Sec.

Remarks continued:

Project Data: Work under this project consists of 1) grade, drain and H-T pave to provide on the westerly 1.235 miles a 70 ft. curbed section having 4 12-ft. travel lanes, a 12 ft. left turn lane median and 5 ft. bikeways on both sides; 2) on the easterly 0.116 miles remove existing pavement as required and resurface and install curb as directed to provide a 78 ft. curbed section having 4-12 ft. travel lanes, 12 ft. left turn median, right turn lane (EB) and bikeway on WB side; 3) remove (2) and install multi-phase traffic signals (3); 4) utility adjustments as required; and 5) incidentals common to this type of project.

Notes: 1) This project is in Congressional District No. 3.
2) Included in MSD FY '84 TIP/AE page 50, item 99.
3) State Clearinghouse A-95 review conclusions dated 7-6-77.
PNRS 7706-2-200.
4) Total State Funds not to exceed $154,672 for project
Nos. IX-9822(7) & IX-9822(9).

9830

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: January 17, 1984

To: Executive Department
Federal-Aid Coordination Unit

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
71416	IX-9822(9)	S.E. 199th Ave.-Main Ave. (Gresham) PNRS No. 7706 2 200

JLG:DRH:bkb
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

STATE OF OREGON
ROAD DESIGN - HIGHWAY

INTEROFFICE MEMO
DES 16

TO: FILE

DATE: October 24, 1983

Steve Macnab

FROM: Steve Macnab, P.E.
Specifications Engineer

SUBJECT: S.E. 199th - S.E. 223rd (Gresham)

I discussed the subject project today with Gary Potter. The Program Section has selected it as a trial project for which the state would be removed as a party to the construction contract.

If this proves successful, other projects where the local government agency administers the contract may be selected for similar treatment. Gary will advise us on a project-by-project basis.

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
Trout
Wakerlig

RECEIVED
OCT 26 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

SM:mg

cc: J. H. Versteeg
Ed Hardt
Al Harwood
Bryant Jackmond
Gary Potter
Art Brummitt

cys sent 10/26 mg

9830 8-26-83

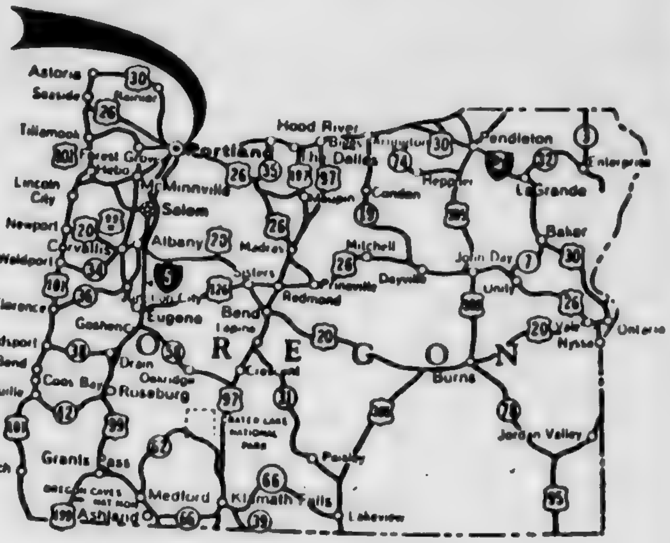
OVERALL LENGTH OF PROJ. 1.3 MILES

SE 199 AVE. - MAIN AVE. (GRESHAM) SEC. EAST BURNSIDE ROAD MULTNOMAH COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX9822)		See Index

OREGON
TRANSPORTATION
WAY DIVISION
POSED PROJECT

PRELIMINARY COPY
JUL 8 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

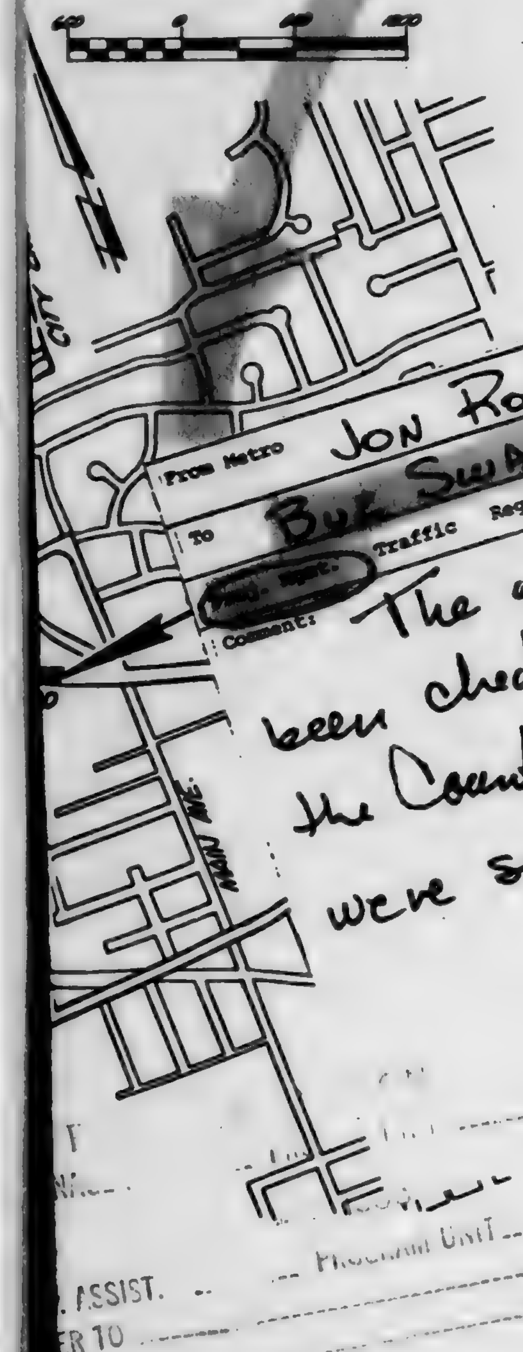
ING, SIGNALS
VE. (GRESHAM) SEC.
SIDE ROAD
H COUNTY


Astoria
Seaside
30
26
Tillamook
101
Forest Grove
Portland
Hood River
The Dalles
Pendleton
Enterprise
La Grande
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coos Bay
Coquille
Gold Beach
Salem
Albany
Corvallis
Eugene
Bend
Redmond
Madras
Sisters
Prineville
Mitchell
John Day
Baker
Vale
Nyssa
Ontario
Burns
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Jordan Valley
OREGON
5
84
97
95
66
199

APPROVED AS NOTED

ok RB

Larry F. Nichols
For MULTNOMAH COUNTY
Date 8/12/83



From Metro JON ROSE
Date 8-18-83
To Bu[illegible] SWAN
Engr. Mgmt. Traffic Region I Accounting
Comment: The attached plans have been checked and approved by the County. Metro Staff comments were sent to you August 4.

Jon Rose
8-26-83
Advised watson no revision by county.
·G

PLANS PREPARED BY AND FOR
MULTNOMAH COUNTY
DEPARTMENT OF ENVIRONMENTAL SERVICES

Larry F. Nichols
LARRY F. NICHOLS
RONALD WONG

PLANS AND SPECIFICATIONS APPROVED BY:
TITLE DATE

OREGON DEPT. OF TRANSPORTATION CONCURRENCE
TECHNICAL SERVICES ENGINEER DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER DATE

PROGRAM UNIT
ASSIST.
ER TO

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
Peter J. Brix	COMMISSIONER
N.B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

9830

8-12-83

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
2A,2A2	STANDARD DETAILS
2B,2B2	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC
2B3	PERMANENT SIGNING AND BICYCLE LANE MARKINGS
2C,2C2	PIPE DATA
2D	SUMMARY
3-17	PLAN & PROFILE
18,19	INTERSECTION DETAILS 202ND, 209TH, 212TH, 221ST
20	REINFORCED CONCRETE WALL
21	METAL NOISE BARRIER WALL
22-28	SIGNALIZATION

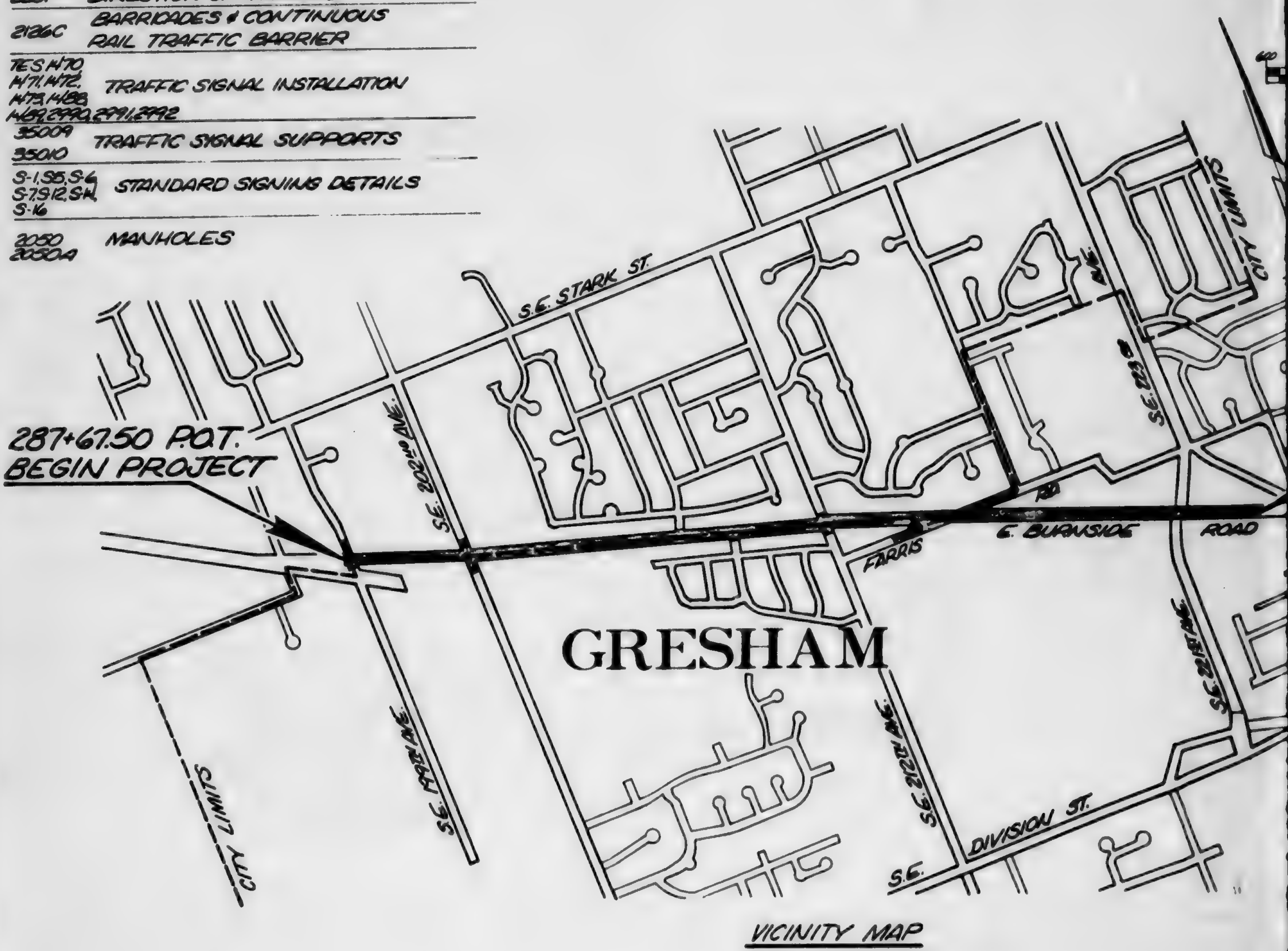
DRAWING NUMBERS:

2131	GABIONS
2136	MAILBOX INSTALLATION
2200 2201	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC
2126C	BARRICADES & CONTINUOUS RAIL TRAFFIC BARRIER
TES 1470, 1471, 1472, 1473, 1488, 1489, 2990, 2991, 2992	TRAFFIC SIGNAL INSTALLATION
35009 35010	TRAFFIC SIGNAL SUPPORTS
S-1, S5, S-6, S-7, S12, S14, S-16	STANDARD SIGNING DETAILS
2050 2050A	MANHOLES

STATE OF O
DEPARTMENT OF TR
STATE HIGHWA
PLANS FOR PROPOS

GRADING, PAVIN

S.E. 199TH AVE-MAIN AVE
EAST BURNS
MULTNOMAH


CITY LIMITS
S.E. STARK ST.
287+67.50 P.O.T.
BEGIN PROJECT
S.E. 202ND AVE.
AVE.
S.E. 223RD
FARRIS
RD
E. BURNSIDE
ROAD
GRESHAM
S.E. 199TH AVE.
S.E. 212TH AVE.
S.E. 221ST AVE.
S.E. DIVISION ST.
CITY LIMITS

VICINITY MAP

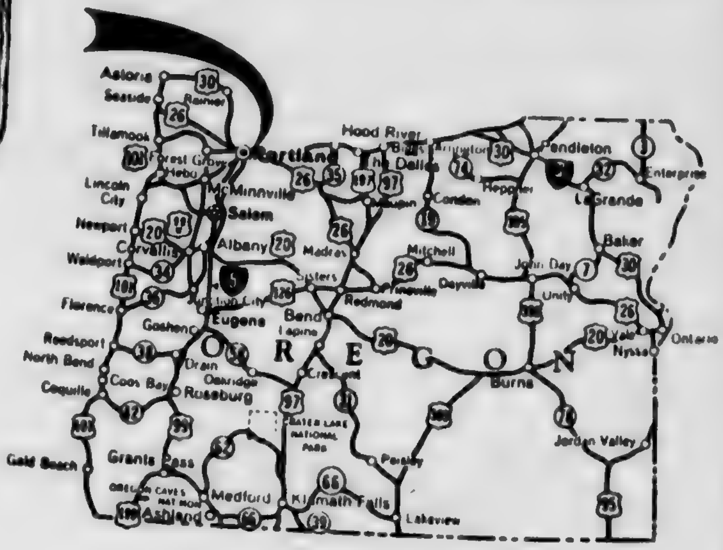
OVERALL LENGTH OF PROJ. 1.35 MILES

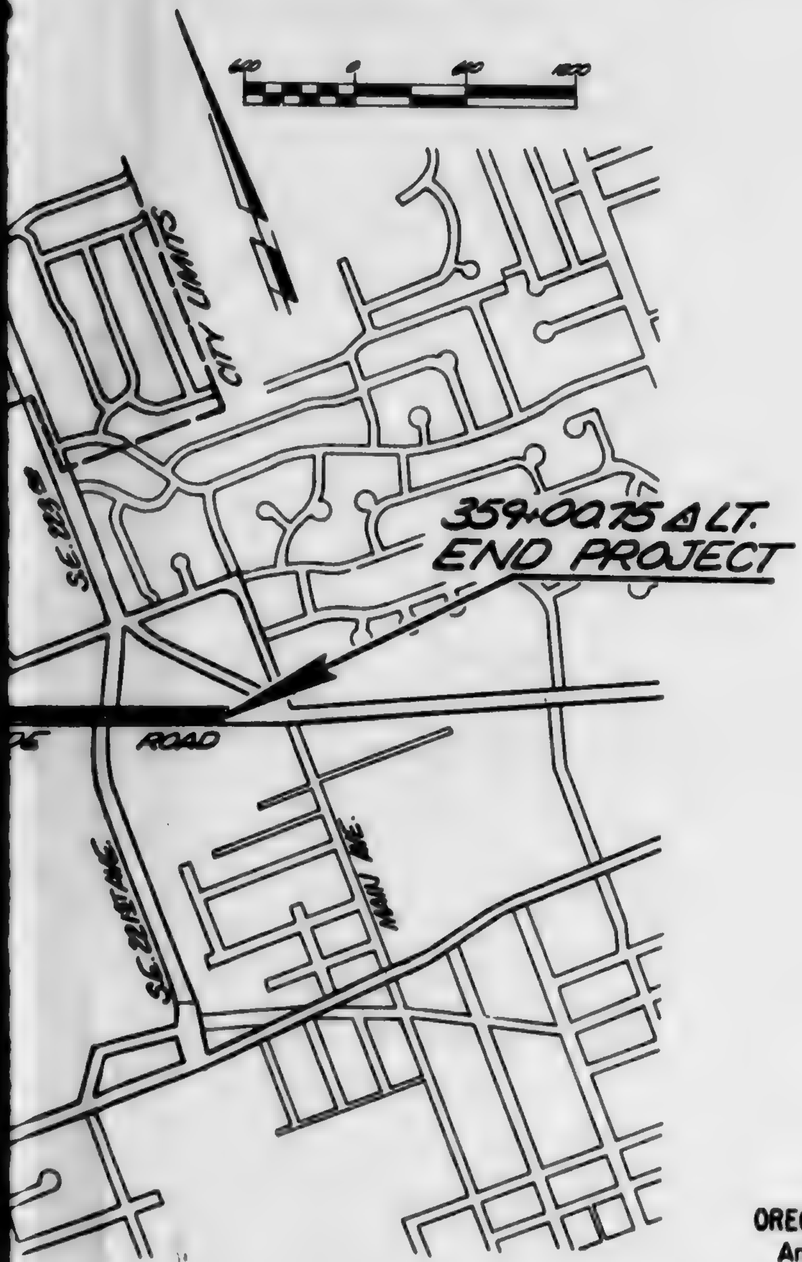
SE. 199TH AVE. - MAIN AVE. (GRESHAM) SEC. EAST BURNSIDE ROAD MULTNOMAH COUNTY					SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR		TOTAL SHEETS
10	OREGON	IX9827)			See Index

TE OF OREGON
OF TRANSPORTATION
IGHWAY DIVISION
FOR PROPOSED PROJECT

PRELIMINARY COPY
JUL 8 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

, PAVING, SIGNALS
IN AVE. (GRESHAM) SEC.
URNSIDE ROAD
OMAH COUNTY


Astoria
Seaside
Rainier
Tillamook
Forest Grove
Portland
Hood River
The Dalles
Arlington
Pendleton
Enterprise
Lincoln City
McMinnville
Salem
Newport
Corvallis
Albany
Madras
Condon
Heppner
La Grande
Baker
Waldport
Florence
Sisters
Redmond
Mitchell
Dayville
John Day
Unity
Eugene
Bend
Goshen
Reedsport
North Bend
Coos Bay
Coquille
Drain
Oakridge
Roseburg
Crescent
Burns
Vale
Nyssa
Ontario
Jordan Valley
Gold Beach
Grants Pass
Crater Lake National Park
Paisley
Oregon Caves Nat. Mon.
Medford
Klamath Falls
Lakeview
Ashland
OREGON


CITY LIMITS
ROAD
MAIN AVE.
S.E. 221ST AVE.

359+00.75 Δ LT.
END PROJECT

ok Ind

APPROVED AS NOTED

Larry E. Nicholas

For Multnomah County

Date 8/12/83

PRELIMINARY COPY
SUBJECT TO CHANGE

PLANS PREPARED BY AND FOR

MULTNOMAH COUNTY
DEPARTMENT OF ENVIRONMENTAL SERVICES

Larry E. Nicholas
12,056
LARRY F. NICHOLAS

Ron Wong
APRIL 17, 1972
RONALD WONG

PLANS AND SPECIFICATIONS
APPROVED BY:

TITLE DATE

OREGON DEPT. OF TRANSPORTATION
CONCURRENCE

TECHNICAL SERVICES ENGINEER DATE

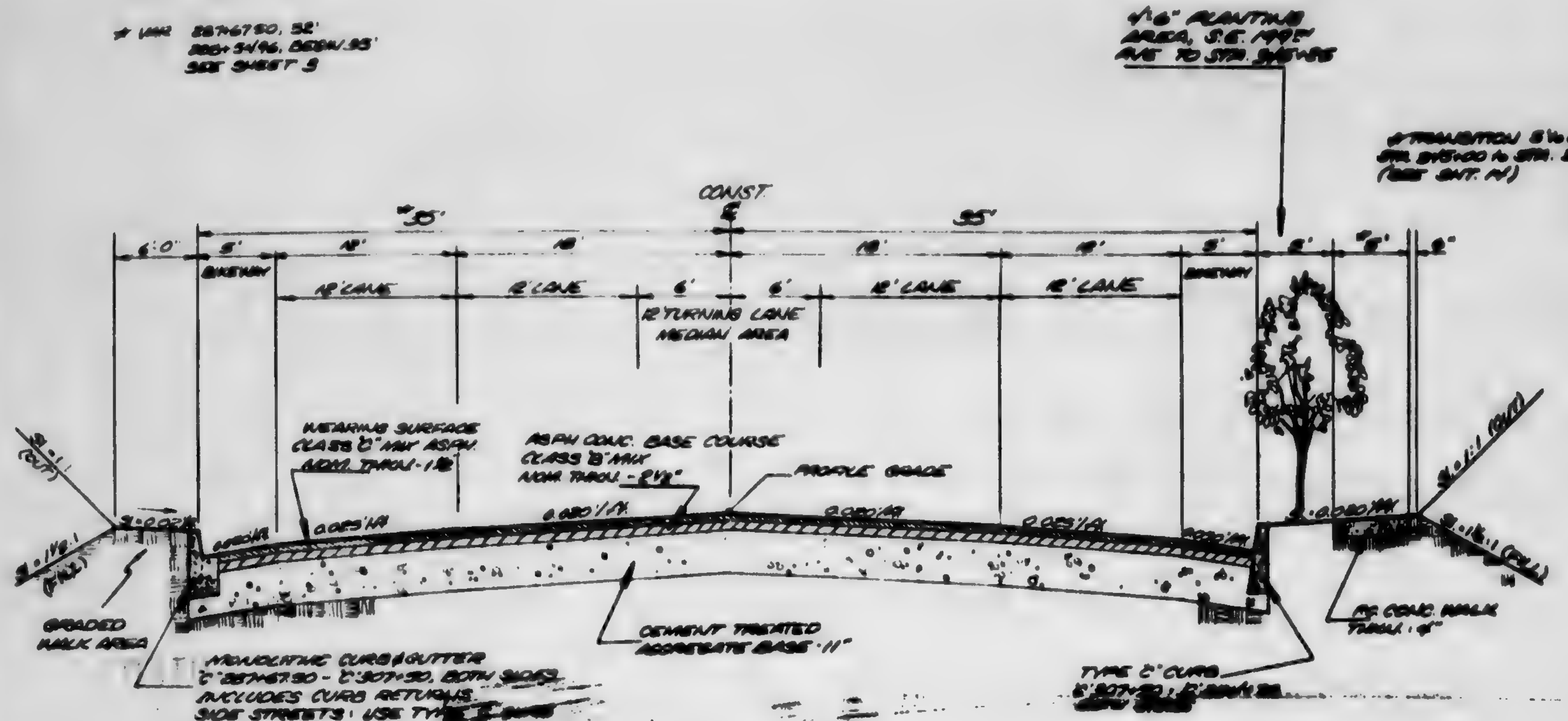
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER DATE

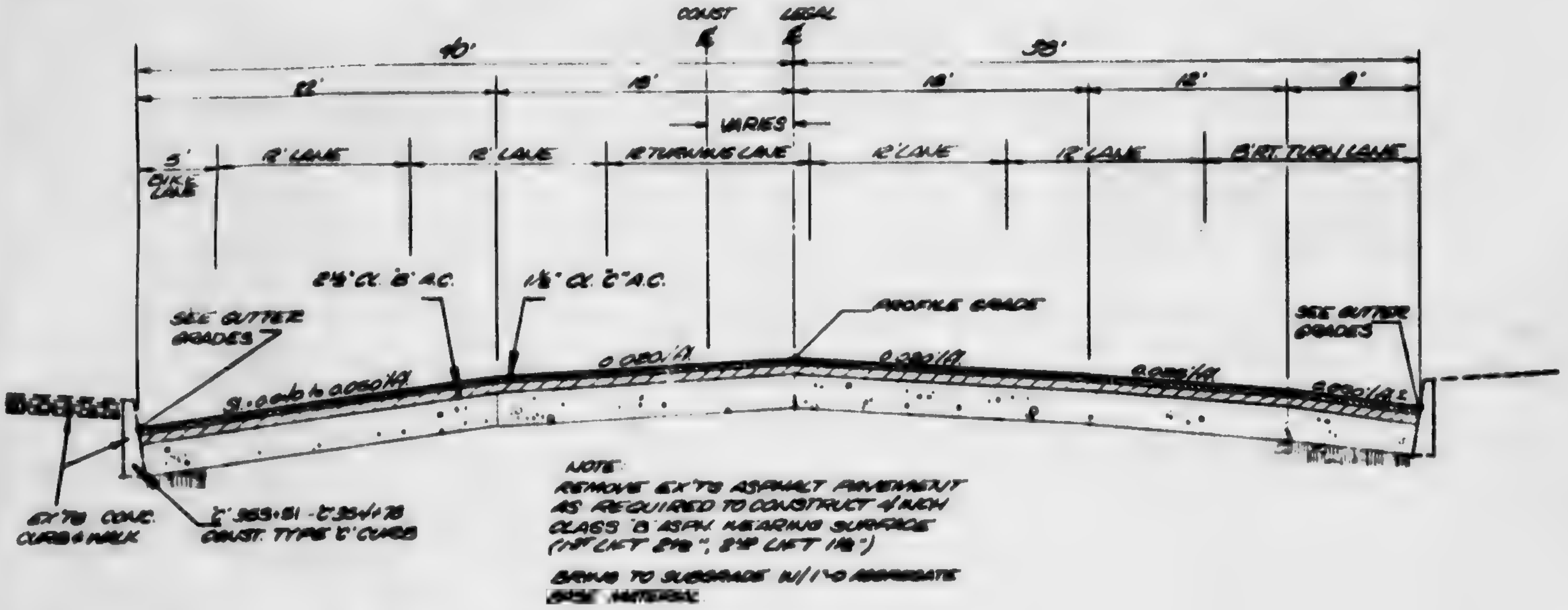
OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
Peter J. Brix	COMMISSIONER
N.B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION


* VAR 287+67.50, 52'
286+34.96, BEGIN 35'
SEE SHEET 3
4'-6" PLANTING AREA, S.E. 199TH AVE TO STA. 345+25
* TRANSITION 5' to 6'-6" STA. 345+00 to STA. 345+60 (SEE SHT. 14)
CONST. ℄
*35'
35'
6'-0"
5'
12'
18'
18'
12'
5'
2'
*5'
2"
BIKEWAY
12' LANE
12' LANE
6'
6'
12' LANE
12' LANE
BIKEWAY
12' TURNING LANE MEDIAN AREA
2:1 (CUT)
S=0.02
S=1½:1 (FILL)
0.050'/Ft
0.025'/Ft
0.020'/Ft
0.020'/Ft
0.025'/Ft
0.050'/Ft
S=0.020'/Ft
2:1 (CUT)
S=1½:1 (FILL)
WEARING SURFACE CLASS "C" MIX ASPH. NOM. THICK. - 1½"
ASPH. CONC. BASE COURSE CLASS "B" MIX NOM. THICK. - 2½"
PROFILE GRADE
GRADED WALK AREA
CEMENT TREATED AGGREGATE BASE - 11"
MONOLITHIC CURB & GUTTER "C" 287+67.50 - "C" 307+50, BOTH SIDES. INCLUDES CURB RETURNS. SIDE STREETS: USE TYPE "C" CURB
TYPE "C" CURB "C" 307+50 - "C" 352+89.97 BOTH SIDES
P.C. CONC. WALK THICK. - 4"

STATION "C" 287+67.50 - "C" 352+89.97

S.E. 199th —— 221st DRIVE


CONST ℄
LEGAL ℄
40'
38'
22'
18'
18'
12'
8'
VARIES
5' BIKE LANE
12' LANE
12' LANE
12' TURNING LANE
12' LANE
12' LANE
8' RT. TURN LANE
2½" CL. "B" A.C.
1½" CL. "C" A.C.
SEE GUTTER GRADES
PROFILE GRADE
SEE GUTTER GRADES
S=0.0% to 0.050'/Ft
0.020'/Ft
0.020'/Ft
0.025'/Ft
0.050'/Ft
EX'TG CONC. CURB & WALK
"C" 353+51 - "C" 354+78 CONST. TYPE "C" CURB

NOTE:
REMOVE EX'TG ASPHALT PAVEMENT AS REQUIRED TO CONSTRUCT 4 INCH CLASS "B" ASPH. WEARING SURFACE (1ST LIFT 2½", 2ND LIFT 1½")

BRING TO SUBGRADE W/1"-0 AGGREGATE BASE MATERIAL

STATION "C" 352+89.97 - 359+00.75

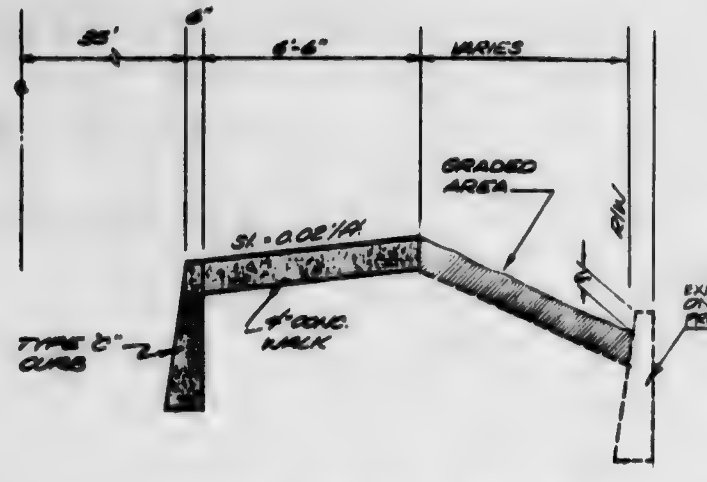
221st DRIVE — EAST

S.E. 199TH AVE
S.E. 202ND AVE.
S.E. 207TH AVE.
S.E. 215TH AVE
FARRIS RD
S.E. 221ST AVE
(STRUCTURE DEP
VARIES)

4" CONC. WALK
(WHERE INDICATED
ON PLANS ONLY)
OR TYPICAL GRADED
WALKWAY

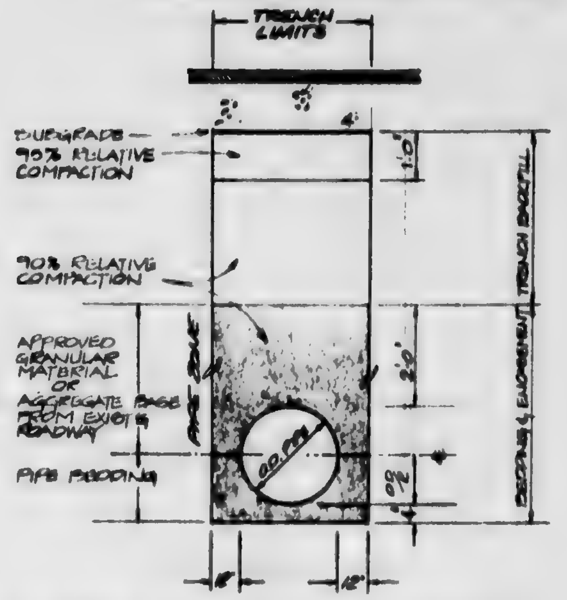
TYPE "C"

SE. 199th AVE. - MAIN AVE. (GRESHAM) SEC. EAST BURNSIDE ROAD MULTNOMAH COUNTY				SHEET No. 2
FED. ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	(X9822( )		See index


35'
6"
6'-6"
VARIES
GRADED AREA
R/W
SL = 0.02'/FT.
4" CONC. WALK
TYPE "C" CURB
EXISTG CURB ON PRIVATE PROPERTY

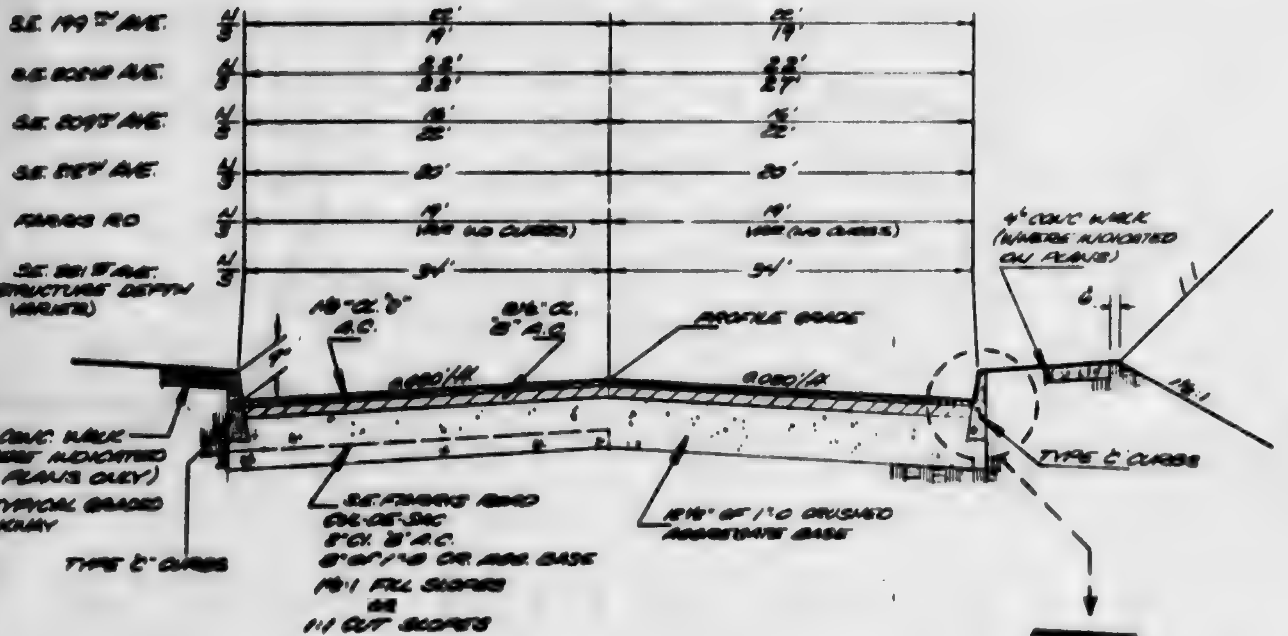
STATION 345+80 - 351+28

TRENCH EXCAVATION QUANTITIES SHOWN FOR INFORMATION ONLY


TRENCH LIMITS
2'
3'
4'
SUBGRADE
90% RELATIVE COMPACTION
90% RELATIVE COMPACTION
APPROVED GRANULAR MATERIAL OR AGGREGATE BASE FROM EXIST'G ROADWAY
PIPE ZONE
PIPE BEDDING
O.D. PIPE
1.0'
2.0'
0.5'
TRENCH BACKFILL
BEDDING & ENCASEMENT
12"
12"

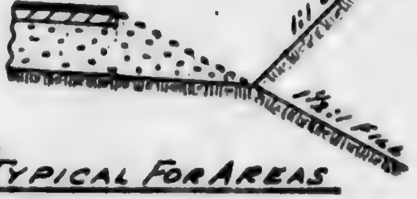
PIPE BEDDING, ENCASEMENT & BACKFILL

NO SCALE


S.E. 199th AVE.
L/S
22'
19'
22'
19'
S.E. 202nd AVE.
L/S
22'
22'
22'
27'
S.E. 207th AVE.
L/S
16'
22'
16'
22'
S.E. 212th AVE.
L/S
20'
20'
FARRIS RD.
L/S
19'
VAR (NO CURBS)
19'
VAR (NO CURBS)
S.E. 221st AVE. (STRUCTURE DEPTH VARIES)
L/S
34'
34'
1½" CL. "B" A.C.
2½" CL. "B" A.C.
PROFILE GRADE
0.020'/FT.
0.020'/FT.
4" CONC. WALK (WHERE INDICATED ON PLANS)
6'
1:1
1½:1
4" CONC. WALK (WHERE INDICATED ON PLANS ONLY) OR TYPICAL GRADED WALKWAY
TYPE "C" CURBS
S.E. FARRIS ROAD CUL-DE-SAC 2" CL. "B" A.C. 8" OF 1"-0 CR. AGG. BASE 1½:1 FILL SLOPES OR 1:1 CUT SLOPES
12½" OF 1"-0 CRUSHED AGGREGATE BASE
TYPE "C" CURBS

SIDE STREETS

(LT. & RT. AS VIEWED FROM BURNSIDE)


1:1 CUT
1½:1 FILL

TYPICAL FOR AREAS WITHOUT CURBS

9830

OREGON STATE HIGHWAY DEPARTMENT

TO: JON ROSE

SUBJECT: E BURNSIDE (199th—MAIN) GRADING, PAVING, SIGNALS

FROM: MARYELLEN STESNEY

DATE: 8-4-83

NO ADVERSE COMMENTS RECEIVED EXCEPT FOR GEOF KAISER'S.

1) "5' BIKE LANES W/TYPE "A" CURB ARE UNACCEPTABLE. A MINIMUM OF 4' OUT FROM CURB JOINT IS REQUIRED. SINCE THIS IS A MAJOR BIKE FACILITY FOR THE COUNTY, I RECOMMEND 6'-~~LA~~BIKE LANES THROUGHOUT."

8-4-83

Boz Swan —

Here are comments by Metro Staff on the subject plans. Please forward to Final Design.

No reply yet from County.

Jon Rose

(SIGNATURE)

PLEASE REPLY HERE

CC: Lyle Watson
10-28-83
Q

PROJECT UNIT 5

MAN. ASSIST. PROGRAM UNIT

REFER TO Local Programs

CC:

(SIGNATURE)

(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

9830

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: SE 199th Ave. - Main Ave. (Gresham)
Highway: FAU 9822, East Burnside Road
County: Multnomah
Prefix: 326-1949
Project Manager: E. J. Dunn

Date July 12, 1983
Ten Year Traffic Coefficient 8.8
18 kip EAL's per day 229
R Value 13
Frost Penetration ----
CBE Total Requirement 27.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C. Wearing Surface & Base - Class "B" or "C"	8.0"
11.0"	Treated Base	20.0"
15.0"		28.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 2.0" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Don Fantz - 2
D. E. Swan

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S ✓
JUL 12 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Local Programs
FOR ______

PRELIMINARY SURFACING DESIGN
COST ANALYSIS

Project: SE 199th - SE 221st Drive
Highway: FAU 9822, SE Burnside Road
Length of Project: PMS No.
Date: October 28, 1982
County: Multnomah
Prefix: 326-1949

ADT 19,700 % Trucks 2.54
Traffic Coefficient 8.8
Soil R Value 13
18 Kip EALs/day 229
Design Period Ten year - Initial
CBE Required 27.0"

Widening - New Work Width 58' to 70'		Overlay/Rehab. of Existing Pavement Width	
Alternate No. 1	**Thickness**		**Thickness**
A.C. Base & Wearing Surface			
Class "B"	4.0"		
Treated Base	11.0"	All "New Work"	
Cost $			
Alternate No. 2	**Thickness**		**Thickness**
A.C. Base & Wearing Surface			
Class "B"	4.0"		
Prime Coat	---		
Aggregate Leveling	2.0"		
Aggregate Base	17.0"		
Geotextile Fabric	---		
Cost $			
Alternate No. 3	**Thickness**		**Thickness**
Cost $			

Remarks - Surfacing Design Engineer: Because the finish grade is both above and below the existing roadway, an asphaltic concrete overlay has not been considered.

Recommendations: Alternate No. 1. Alternate utilizing Treated Base involves less new material. See Secondary Factors, Item 8.

Surfacing Design Engineer

cc: Location
Final Design Engineer
Region Engineer
Region Geologist
Project Manager
Don Fantz - 2

9830

326-1949

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DENNIS BUCHANAN
COUNTY EXECUTIVE

May 24, 1983

OM MRE OE PPM CE
TOS ME
US MAY 25 1983 PDM
CSA Metro Region TAM
SO PA EM BUD LM

Noted By Don Fantz

Mr. Don Fantz, Project Coordinator
Oregon Dept. of Transportation
State Highway Division
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

RE: Burnside Road (199th Avenue to Main Avenue)

Dear Don:

This will verify that the Stark Street to 199th Avenue section of Burnside Road will not be built by Multnomah County, but will be built by TriMet as part of their Light Rail project.

Multnomah County will not need Mt. Hood Transfer Funds for this section of the project, now or in the future.

Very truly yours,

LARRY F. NICHOLAS, P.E.
County Engineer

Dick Soderquist
DICK SODERQUIST
Planning/Design Manager

CRS/js

Jim
This should reinforce your letter of 5/23/83 To D.E. Swan

DEF

CC: Gary Potter
D.E. SWAN

6/2/83
XC: GAITHER

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 5
JUN 2 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

AN EQUAL OPPORTUNITY EMPLOYER

326-1949 Gresham

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. SWAN
Program Management

DATE: May 23, 1983

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: 199th Avenue-S.E. 212th Avenue (Gresham) and 212th Avenue-223rd Avenue (Gresham) projects, Burnside Street Improvements

Final Design has questioned whether there is adequate funding to cover the two subject projects prepared by the County. The PCS system shows a combined FAI-X funding estimate at $2,220,000, which is close to Multnomah County's submittal estimate.

Based on the current MSD projections attached, which includes roll-back funds, it appears $2,630,000 is available for construction. This should be more than adequate to cover the construction cost for this project. The MSD funding amount should be reflected in the PCS system.

JDM:nm

cc: Lyle Watson ✓
Don Fantz

Attachment

1 Versteeg ✓
Anderson
2 Adams
Macnab
Steudenmeyer
Tertin
Wakerlig

RECEIVED
MAY 24 1983
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up
Action

NOTED
L. K. WATSON

RLBK11A
29-Mar-83

METROPOLITAN SERVICE DISTRICT
ROLLBACK OF INTERSTATE TRANSFER PROJECTS TO JUNE 1980

IN JUNE 1982 DOLLARS				IN JUNE 1980 DOLLARS		
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	I	POLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
MULTNOMAH COUNTY PROJECTS-CONTINUED						
129 SANDY BLVD CORRIDOR-99TH AVE TO 162ND AVE						
71,570	474,885	546,455	I	65,557	0	612,012
130 E BURNSIDE-SE 223RD TO SE POWELL BLVD-CONSTRUCTION						
1,634,200	-162,986	1,471,214	I	0	0	1,471,214
31 BURNSIDE ST-STARK TO 223RD AVE						
0	2,303,605	2,303,605	I	126,322	0	2,429,927
132 221ST AVENUE-POWELL THROUGH JOHNSON CREEK BRIDGE						
0	1,321,647	1,321,647	I	178,786	0	1,500,433
TOTAL MULTNOMAH COUNTY PROJECTS						
8,848,706	11,245,518	20,094,224	I	1,729,608	0	21,823,833

$ Available – 2,429,927
less R/w (-198,475)
2,231,452 ÷ .85 = 2.63 mil for Cust.

out of this there is $198,475 ff R/w obligated

The County's submittal estimate is $2,206,635.15
This includes Mobilization (somewhat low), Temporary Protection, and anticipated Items (Force Account) but not E+C

The estimate is comprehensive enough (64 Bid Items) that the E+C should be below 15% for realistic total

9830

326-1949 Zehner

STATE OF OREGON

INTEROFFICE MEMO

TO: FRANK TERPIN
Location Engineer

DATE: April 21, 1983

FROM: Curtis H. Duval
CURTIS H. DUVAL
Location Manager

SUBJECT: S.E. Stark-S.E. Main, E. Burnside

Submitted are three sets of project plans prepared by Multnomah County for this project. Also included is a document labeled, "Specifications", and a brief narrative explaining peculiarities of some of the bid items. The document marked "Specifications" includes an estimate prepared by Multnomah County, and requested special provisions for the project.

In review of this project at the region level, we have asked the County to verify that the drainage sump proposed for the project would function properly. We have also asked that they justify the east terminus of the bike route signing.

Utility information is contained in the narrative and the special provisions. Existing utility poles are labeled by pole number on the project plans. Illumination to be installed on utility poles is detailed in the special provisions. Construction permits for driveway approaches have not been obtained at this time. Multnomah County is now contacting owners to gain the necessary construction permits to construct driveway approaches. When obtained, copies will be forwarded through this office to the right-of-way section. It should be noted that substantial construction outside of right-of-way is necessary to connect the driveway at sta. 344 (sheet No. 14).

TO Final DESIGN
5-4-83

Because of the scope of the project, the County has retained the mylars of the project plans until ODOT has completed its initial review. Please have this project reviewed by the appropriate units and return one set of corrected plans so that the County may make the necessary modifications to the mylar plan sheets prior to submittal. If you have further questions or need additional copies of the project plans, please contact Don Fantz at 653-3240.

CHD:DEF:po

5-4-83 -
Note: project plans starts at 199th not Stark.

cc: Don Adams
Don Fantz

Attachments

to [illegible]

on HIP
field est.

RECEIVED
APR 28 1983
LOCATION SECTION

to Bike Engr 4-[illegible]-83

NOTED
J. GRASSMAN

81-125-1307

BURNSIDE ROAD (STARK-MAIN SECTION)

NARRATIVE

Item	
13, 14	(CTB) cement treated base was used instead of asphalt treated base strictly due to the great cost differential ($5.73; $17.24). ODOT designed the base depth.
21	Reconstruction of the parking area was necessary to raise the pavement to a decent driveway gradient without destroying that portion of parking.
22-30	All PIPE is paid on the unit price of lineal foot in-place, which includes trench excavation, bedding and encasement, backfill, etc. It is anticipated that the contractor will use the existing aggregate base in the pipe zone.
42	Concrete Walks are constructed on the south side only. Majority of the houses on the north side do not have access to Burnside Road. Walks are provided on the north side from Farris Road east toward Gresham, because this area is the beginning of the commercial area.
46	Monolithic Concrete Curbs are used to control the extremely flat profile grade of 0.34%.
51-55	Trees and ground cover plants are planted along the 4'-6" planting area between the south curb and walk only. No seeding is anticipated at this time - possibly by FORCE WORK during construction.
59	Rock filled GABIONS are required to contain and maintain a driveway easement to the back property along the east bank of the creek.
60	Roadway Illumination will be installed by the contractor on relocated PGE poles spaced between 168-203 feet.
64-68	Additional Work by Others Per Force Account - to be done by ODOT and Multnomah County.

Right-of-Way is being purchased by ODOT.

UTILITIES - GTE's 3-pairs of concrete encased telephone conduits are very shallow. The 8" concrete drain pipe from the north inlets must cross over GTE with a minimum clearance.

Ron Wong

SE STARK - MAIN AVE. (GRESHAM) SECTION
E. BURNSIDE ROAD

[illegible]
[illegible] 198[illegible]

ESTIMATE

ITEM	DESCRIPTION	UNIT	[illegible]	UNIT COST	TOTAL AMOUNT
1.	Mobilization	Lump Sum	All		20,000
2.	Temporary Protection & Direction of Traffic	Lump Sum	All		6,000
3.	Temporary Signs	Sq. Ft.	263	6.00	1,578
	Temporary Barricades, Type III	Each	10	100.00	1,000
4.	Temporary Plastic Safety Markers	Each	25	80.00	2,000
5.	Temporary Reflective Buttons, 4-Inch, Two-Way, Install & Remove	Each	150	7.50	1,125
6.	Flagger	Hr.	1,000	24.00	24,000
7.	Clearing & Grubbing	Lump Sum	All		10,000
8.	General Excavation	Cu. Yd.	23,788	5.00	118,940
9.	Extra for Pavement Removal	Lump Sum	All		20,000
10.	Finishing Roadbed & Slopes	Lump Sum	All		10,000
11.	Watering	"M" Gal.	62	10.00	620
12.	1"-0 Aggregate Base	Ton	4,010	6.50	26,065
13.	Cement Treated Base Mixture	Ton	22,046	7.75	170,856.50
14.	Cement in CTB Mixture	Ton	1,158	75.00	86,850
15.	Asphalt in Seal	Ton	52	260.00	13,520
16.	Asphalt in Chip Seal	Ton	64	250.00	16,000
17.	Aggregate in Chip Seal	Ton	453	15.00	6,795
18.	Class "B" or "C" Asphalt Conc. Mixture	Ton	14,555	16.00	232,880
19.	Asphalt Cement in Mixture	Ton	830	170.00	141,100
20.	Asphalt in Tack Coat	Ton	83	250.00	20,750

SE STARK - MAIN AVE. (GRESHAM) SECTION
E. BURNSIDE ROAD

FAUS #9822
April 13, 1983

ITEM	DESCRIPTION	UNIT	NET	UNIT COST	TOTAL AMOUNT
21.	Reconstruct Asphalt Concrete Driveway & Parking Area, Complete - Sta. 34[illegible]5	Lump Sum	All		4,000
22.	8" Conc. Pipe	Lin. Ft.	1,580	15.00	23,700
23.	10" Conc. Pipe	Lin. Ft.	68	16.00	1,088
24.	12" Conc. Pipe	Lin. Ft.	838	17.00	14,246
25.	18" Conc. Pipe	Lin. Ft.	845	23.00	19,435
26.	24" Conc. Pipe	Lin. Ft.	2,106	35.40	74,552.40
27.	30" Conc. Pipe	Lin. Ft.	820	51.50	42,230
28.	36" Conc. Pipe	Lin. Ft.	445	65.25	29,036.25
29.	54" Conc. Pipe	Lin. Ft.	426	140.00	59,640
30.	66" ∅ x Arch CMP Transition	Lin. Ft.	24	200.00	4,800
31.	Manhole, Type "AP"	Each	10	1,900.00	19,000
32.	Manhole, Type "BP"	Each	7	1,500.00	10,500
33.	Manhole, Type "APS"	Each	5	2,200.00	11,000
34.	Reconstructing Manhole	Each	1	300.00	300
35.	Adjusting Manhole	Each	28	150.00	4,200
36.	Sanitary Manhole, "AP[illegible]	Each	2	2,000.00	4,000
37.	8" Conc. Pipe	Lin. Ft.	15	20.00	300
38.	Conc. Inlet, Type "CG-[illegible]"	Each	50	450.00	22,500
39.	Conc. Inlet, Type "G"	Each	1	400.00	400
40.	Conc. Inlet, Type "G-[illegible]	Each	1	400.00	400
41.	Conc. Inlet, Ditch	Each	1	400.00	400
42.	Setting Monument Boxes	Each	4	100.00	400

SE STARK - MAIN AVE. (GRESHAM) SECTION
E. BURNSIDE ROAD

FAUS #9822
April 13, 1982

ITEM	DESCRIPTION	UNIT	NET	UNIT COST	TOTAL AMOUNT
43.	4" Conc. Walks & Driveways	Sq. Yd.	4,511	10.00	45,110
44.	6" Conc. Driveways	Sq. Yd.	695	14.00	9,730
45.	Conc. Curbs, Type "C"	Lin. Ft.	10,044	3.25	32,643
46.	Conc. Curbs - Monolithic	Lin. Ft.	4,105	4.00	16,420
47.	Extra for Asphalt Approaches	Each	28	200.00	5,600
48.	Structural Excavation	Cu. Yd.	333	10.00	3,330
49.	Concrete in Wall	Cu.Yd.	316	225.00	71,100
50.	Reinforcement in Wall	Lbs.	16,740	0.50	8,370
51.	Metal Noise Barrier	Sq. Ft.	33,580	15.00	503,700
52.	Furnishing & Planting Trees	Each	220	30.00	6,600
53.	Furnishing & Planting Ground Cover	Each	18,940	0.80	15,152
54.	Furnishing & Placing Top Soil	Cu. Yd.	1,133	9.00	10,197
55.	BarkMulch	Unit	27	120.00	3,240
	Furnishing & Installing Mailbox Post				
56.	Single Installation	Each	8	80.00	640
57.	Multiple Installation	Each	3	100.00	300
58.	Rip-Rap, Class 100	Cu. Yd.	12	25.00	300
59.	Rock Gabions	Cu. Yd.	30	75.00	2,250
60.	Roadway Illumination	Each	36	550.00	19,800
61.	Street Light Poles	Each	2	650.00	1,300

SE STARK - MAIN AVE. (GRESHAM) SECTION
E. BURNSIDE ROAD

FAUS #9822
April 13, 1983

ITEM	DESCRIPTION	UNIT	NET	UNIT COST	TOTAL AMOUNT
	Traffic Signal Installation, Complete				
62.	S. E. 202nd Ave.	Lump Sum	All		78,300
63.	S. E. 212th Ave.	Lump Sum	All		69,000
64.	S. E. 221st Drive	Lump Sum	All		12,000
	ADDITIONAL WORK BY OTHERS PER FORCE ACCOUNT:				
65.	Signal Control Testing of SE 202nd Ave. & SE 212th Ave. by Ore. Dept. of Transp.	Lump Sum	All		3,000
66.	Local Intersection Program by ODOT	Each	2	500.00	1,000
67.	Permanent Traffic Sign W/Posts by Mult. County	Sq. Ft.	293	22.00	6,446
68.	Permanent Striping & Markings by Mult. County	Lump Sum	All		3,500
69.	Permanent Reflective Buttons 4" x Two-Way, by Mult. Co.	Each	280	5.00	1,400
				TOTAL:	$2,206,635.15

9830

November 30, 1982

Oliver J. Domreis
County Engineer
2115 S.E. Morrison
Portland, Oregon 97214

Dear Oliver:

We have submitted a program to the Federal Highway Administration for approval of the right-of-way acquisition phase on the SE Stark St.-SE 223rd Ave. Section of E. Burnside Rd. The County share of the R/W phase is now due.

The financial sharing is anticipated to be:

Total Estimated R/W Cost	$225,000
Less Federal Funds (85%)	191,250
Less State Share (9%)	20,250
COUNTY SHARE (6%)	$ 13,500

Please submit the County's advance deposit of $13,500 in accordance with one of the three options described on the attached sheet.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

GEZ:pf
Attachment

bcc w/AD # 82-104: Jon Rose, Metro Region
Steve Green, Metro R/W
Vern Skoog - Please return completed AD # 82-104 when advance deposit is received.

2-7-83
13,500 LGIP
EW

9830

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 26, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 71416
Project No. IX-9822(7)
S.E. Stark St.-S.E. 223rd Ave. (Gresham) Section
Multnomah County

Enclosed is data consisting of PR-1 forms, sketch maps, right-of-way map 9B-21-22 and a relocation plan for the subject project.

I request the following:

1) Approval of the enclosed relocation plan.
2) Authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $225,000 with an obligation of $191,250 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map.

Since relocation consists of the moving of one business assurances regarding the availability of replacement housing is not required. Relocation assistance will be provided from the Metropolitan Right-of-Way Office at 5821 N.E. Glisan Street.

This request is based on the September 17, 1982 letter from the Director of the Oregon Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bks
Enc.

cc:		
cc:	E. Mershon	F. Lowe
	J. Rose	G. Zehner
	J. Boyd	General Files

AO# 82-104

G

Budget Bureau No. 41-R2067; Approv

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

November 26, 1982

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 68 Co. Rd., S.E. Burnside Road (Gresham)	ADT	PRESENT 19,600	FUTURE (66) (70) ----	YEAR (71) (72) ----	REGION 10	STATE NAME Oregon

STA COD 4 (3)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Right-of-Way Acquisition	NATL. FOREST (63) (65)	PR ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER — PREFIX LETTER(S) 14 23 IX-	NUMBER 7 9822	SEQ. N (7)

CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitution Grants		COUNTY NAME Multnomah			CODE (14) (16) 051
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID 9822	STATE (32) (36) Co. Rd.	U.S. (37) (41) -----	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS 9%	OTHER FUNDS 6%
1	(14-16)	(18	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW		"S.E. Stark St.- S.E. 223rd Ave. (Gresham) Sec."	1.4	225,000	(I-505) 191,250	20,250	13,500 (Co.)
5					CONST (CODE)							

ROW-1
Acces
Parki
compl

CARD 11	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	1.4	225,000	191,250	20,250	13,500 (Co.)
1	14	PROGRAM APPROVAL DATES 10-27-76			(16) (23)	(24) (33)		

REMARKS
Additional Data: item No. 71416, Proje
M-9822(3).

Prefix: 326-1949

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

November 26, 1982

PROJECT LOCATION (45 typewriter spaces): Co. Rd., S.E. Burnside Road (Gresham)

ADT — PRESENT: 19,600 — FUTURE: ---- — YEAR: ----

REGION: 10

STATE NAME: Oregon

STATE CODE: 41

APPN CODE: 580

ITEM NO.: 71416

ROPOSED WORK (35 typewriter: y Acquisition

NATL. FOREST:

PR ROUTE NO.:

SUPV AGCY:

DA CLASSIF.:

DA AREA:

EMERG. YR.:

PL. AUTH YR:

PROJECT NUMBER — PREFIX LETTER(S): IX- — NUMBER: 9822 — SEQ. NO.: (7)

I. Projects Only — POST MI.: — DESIG.:

L FUNDS: Interstate Substitution Grants

COUNTY NAME: Multnomah — CODE: 051

PROGRAM STAGE: ☐ 1 OR ☐ 2

REA: Portland

ROUTE NO.: U — FEDERAL-AID: 9822 — STATE: Co. Rd. — U.S.: -----

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS 9%	OTHER FUNDS 6%	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW		"S.E. Stark St.- S.E. 223rd Ave. (Gresham) Sec."	1.4	225,000	(I-505) 191,250	20,250	13,500 (Co.)	
CONST (CODE)								ROW-105' normal; Access Control-none Parking Restrictions-complete.
PROJECT TOTALS			1.4	225,000	191,250	20,250	13,500 (Co.)	

RED BY: C.L.

AM APPROVAL DATES: 10-27-76

-1949

REMARKS: Additional Data: item No. 71416, Project No. M-9822(3).

-over

USCOMM DUSCOMM-DC 48903-P61

S.E. Stark St.-S.E. 223rd Ave. (Gresham) Section
Project No. IX-9822(7)

Project Data: Work consists of right-of-way acquisition all phases including relocation assistance as required for the future construction necessary to widen the existing facility to provide for 4-12 foot travel lanes with variable 12 to 28 foot median and 5 foot shoulders.

23 CFR 772 Requirements: Finding of No-Significant-Impact approved by FHWA on September 23, 1981.

FHPM 7-7-5 Requirements:

a) Public Hearings: Held July 19, 1978 and February 6, 1980.
b) Location/Design: Granted on September 23, 1981 by approval of the FONSI.

Data for PR-37: Relocation Assistance

Moving Costs (1 business) ------------------ $10,000.00

Note: 1) This project is in Congressional District No. 3.
2) Included in FY '83 MSD TIP A/E page 64, item No. 114.

9830

9-24-82

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

September 20, 1982

Mr. Jon Rose, Federal Aid Specialist
Oregon Dept. of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

RE: Construction-Finance Agreement - Your File #6045 (FAU #9822)
Interstate Transfer Project - E. Burnside Road (Stark-Main Section)

Dear Sir:

Enclosed is agreement in triplicate between the State of Oregon, by and through its Department of Transportation, and Multnomah County, covering improvements to the above referenced street using Interstate Transfer Funds.

The agreement has been executed on behalf of the County. Upon execution by the State Highway officials, please return one signed copy to this office.

Very truly yours,

George Stillman
Assistant County Engineer

From Metro JON ROSE Date 9-24-82
To [redacted]
[✓ Proj. Mgmt.] Traffic Region I Accounting
Comment: Here are 3 copies of the subject agreement, signed by County officials and approved by the Metro Region Engineer. Please forward for further action.
Jon Rose

MA PDM PDE FFM SPC
ODOT-METRO
PROGRAM MANAGEMENT SECTION SEP 24 1982
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
BM PAR PPC FILE T/A
SEP 28 1982
REFERRED TO____________
FOR____________
FILE: PM FA LG.

9830

ON

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring
Program Management Engineer

DATE: September 14, 1982

FROM: F. C. Lowe
Condemnation/Federal-Aid Coordinator

F C Lowe

SUBJECT: S.E. Stark St.-S.E. 223rd Ave.
(Gresham) Section
East Burnside St.
Multnomah County
Project #M-9822(3)

We have received 11 files on the above FAI-X Project that is presently not scheduled for letting. The acquisition of this right-of-way is estimated at $225,000 which includes $10,000 for a relocation and moving allowance. A relocation plan is being prepared and will be forwarded to the proper parties for approval.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers Files 53042 through 53052 as shown on map 9B-21-22.

FCL:jh
attach.

85%
191,250 - F.F.

FY'82 Dist
[illegible] F.F.

81-125-1387

Contains Recycled Materials

1830

OREGON STATE HIGHWAY DIVISION

TO: BUZ SWAN 326-1949

SUBJECT: AGREEMENT INFO, E. BURNSIDE, (STARK ~ 223rd)

FROM: JON ROSE

DATE: 7-7-82

Before a R/W service agreement can be written it will be necessary to have a Construction/Finance agreement for the subject project. The attached information sheet gives the details which we feel should be covered.

Since this is an FAU Replacement project, federal funds which the State is committed to match are fixed at $1,400,907 ($1,648,126 Total Cost). There should be some reference to the limitation on State match.

Jon Rose

(SIGNATURE)

PLEASE REPLY HERE

6045
OTC 10-26-76

agreement draft to typist 7-13-82.
MCH

CC:

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

3

326-1949

Project E. BURNSIDE (STARK ~ MAIN UNIT)

Agency MULTNOMAH COUNTY Date 6-17-82

Type of Project CONSTRUCTION / FINANCE

Funds SOS [✓ e(4)] FAUS FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	☒	☐	☐	☐
Monitor PE	☒	☐	☐	☐
Field Survey	☒	☐	☐	☐
Prepare Environmental Statements	☒	☐	☐	☐
Review & Process Envir. Statements	☒	☐	☐	☐
Public Hearings	☒	☐	☐	☐
Citizen Involvement	☒	☐	☐	☐
Action Plan Requirements	☒	☐	☐	☐
Preliminary Design Plans & Specs.	☒	☐	☐	☐
Prepare for Contract Bids	☒	☐	☐	☐
Advertise, Let and Award	☐	☒	☐	☐
Major Construction Engineering	☐	☐	☒	☐
Lab Testing, Final Checking	☐	☒	☐	☐
Utility Responsibility	☐	☐	☒	☐
Maintenance After Completion	☐	☐	☒	☐
Signal Maintenance	☐	☐	☒	☐
Power Consumption	☐	☐	☒	☐
Local Match	☐	☒ 9%	☒ 6%	☐
Provide for Right-of-way Agreement		[✓ Yes]	No	

Construction by Contract ☒ State Forces ☐ Local Forces ☐

Advance Deposit Required PE ☐ Construction ☒ N/A ☐

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks: FAU Replacement. State to provide 9/15 of the local match provided that project does not exceed the amount which the State is committed to match

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☑
SHM ☐ MJK ☐ DNH ☐
JUL 7 1982
REFERRED TO
FOR
FILE: PM FA LG.

Budget Bureau No. 41-R2067; Approval Exp

U.S. DEPARTMENT
BUREAU OF

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

Rev. 4-04-84
1-17-84

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., SE 199th-Main Ave. (Gresham)	ADT	PRESENT 19,600	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon / STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., HT-Pav, T. Sig., Ldscp. & Illum.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) IX-	NUMBER 9822 / SEQ. NO. (9)

CARD 4	CLASS OF FEDERAL FUNDS Interstate Transfer Grants - Highway	COUNTY NAME Multnomah			CODE 051	PRO
	NAME OF URBAN AREA Portland	ROUTE NO. U	FEDERAL-AID 9822	STATE Co. Rd.	U.S. ----	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (County)	CHAN PROP (Full
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)			
5					PE								
5					ROW								
5					CONST (CODE) I000 Y003 L.S. Y030 Ill. Y031 T.S.	04	"S.E. 199th Ave.-Main Ave. (Gresham) Sec."	1.35	2,220,000	1,887,000	133,657* 21,015 154,672	199,343	
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	1.35	2,220,000	1,887,000	133,657*	199,343	
1	14	PROGRAM APPROVAL DATES 10-27-76						(19)	(23) (24)	(33)	REMARKS		

*See Note No. 4 on back.

REMARKS
Additional Data: Item No. 71416; Project No. IX-9822(3) & (7).

326-1949 Key #02055

-over

USCOMM DU

9830

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

Rev. 4-04-84
1-17-84

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

NO.

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., SE 199th-Main Ave. (Gresham)		19,600	----	----	10	Oregon	41	580	71416

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
HT-Pav, T. Sig., Ldscp.								IX-	9822	(9)		

AL FUNDS: Interstate Transfer Grants - Highway

COUNTY NAME: Multnomah CODE 051

AREA: Portland

ROUTE NO.: U | FEDERAL-AID: 9822 | STATE: Co. Rd. | U.S.: ----

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) I000 Y003 L.S. Y030 Ill. Y031 T.S.	04	"S.E. 199th Ave.- Main Ave. (Gresham) Sec."	1.35	2,220,000	1,887,000	133,657* 21,015 154,672	199,343	
	PARED BY DRH		PROJECT TOTALS	1.35	2,220,000	1,887,000	133,657*	199,343	

OGRAM APPROVAL DATES: 10-27-76

*See Note No. 4 on back.

REMARKS: Additional Data: Item No. 71416; Project No. IX-9822(3) & (7).

-over

Key #02055

USCOMM DUSCOMM-DC 48805-P61

S.E. 199th Ave.-Main Ave. (Gresham) Sec.

Remarks continued:

Project Data: Work under this project consists of 1) grade, drain and H-T pave to provide on the westerly 1.235 miles a 70 ft. curbed section having 4 12-ft. travel lanes, a 12 ft. left turn lane median and 5 ft. bikeways on both sides; 2) on the easterly 0.116 miles remove existing pavement as required and resurface and install curb as directed to provide a 78 ft. curbed section having 4-12 ft. travel lanes, 12 ft. left turn median, right turn lane (EB) and bikeway on WB side; 3) remove (2) and install multi-phase traffic signals (3); 4) utility adjustments as required; and 5) incidentals common to this type of project.

Notes:
1) This project is in Congressional District No. 3.
2) Included in MSD FY '84 TIP/AE page 50, item 99.
3) State Clearinghouse A-95 review conclusions dated 7-6-77.
4) Total state funds not to exceed $154,672 for project Nos. IX-9822(7) & IX-9822(9). 179,118.50

Project Data Continued: 6) landscape as directed; 7) install illumination as directed.

Data for FHWA 37's:

Code	Cost
I000	$2,007,600
Y003	32,000
Y030	21,100
Y031	159,300

1830

ORDER FOR FORCE WOR

PT

ORDER No. 1

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY Portland General Electric (Gresham) CONTRACT No. 9830
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME S. E. 199th Ave. - Main Ave. (Gresham) DATE July 6, 1984

HIGHWAY E. Burnside Road FAP No. IX-9822 (9)

COUNTY Multnomah PREFIX 326-1074 FUNCTION

DESCRIPTION OF WORK TO BE DONE:

Additional mounting. Pole height

RECEIVED
SEP 5 1984
OREGON DIVISION

LOCATION BY STATION NUMBERS:

2.87+67.50 to 359+00.75

ESTIMATE OF QUANTITIES & COSTS:

Increase height of 37 poles from 45 feet to 50 feet.
Cost of additional height per pole is - $67.00 $2,479.00

Effective date of authorization for work 7-20-84

EXPLANATION:

This is an anticipated item (94,008) and as not been approved by F.H.W.A. The additional height allows better light distribution and eliminates the need for poles and lights on the opposite side.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC:
Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT:
Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $ 2,069,699.29

Present estimate of costs including work under this Force Order . . . . . . $ 2,069,699.29

Estimated Overrun Underrun Amount . . . . . $ 0

Estimated Overrun Underrun Percent 0

SUBMITTED BY:

TITLE: Project Mang.

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: 7-20-84
Construction or Traffic Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79) SP*70000-734

9830

ORDER No. 1 (Revised)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

P

WORK TO BE DONE BY Portland General Electric CONTRACT No. 9830
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME S.E. 199th Ave. to Main Ave. (Gresham) DATE August 17, 1984

HIGHWAY E. Burnside Road FAP No. IX-9822(9)

COUNTY Multnomah PREFIX 326-1074 FUNCTION

DESCRIPTION OF WORK TO BE DONE: Additional mounting, pole height

LOCATION BY STATION NUMBERS: 288+58 thru 356+32
(SEE ATTACHED SHEET)

Effective date of authorization for work 7-20-84

ESTIMATE OF QUANTITIES & COSTS:

23-50' poles	at $049.23	Each =	$1,132.29
11-55' poles	at $197.54	Each =	2,172.94
1-60' pole	at $278.46	Each =	278.46
1-65' pole	at $340.17	Each =	340.17
			$3,923.86

EXPLANATION: This is, in part, an estimated item (94,008) and has not been approve by F.H.W.A. The additional height allows better light distribution, helps to maintain a uniform height for illuminaries and eliminates the need for poles and street lights along the south side of the street.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC:
Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT:
Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $ 2,069,699.29

Present estimate of costs including work under this Force Order . . . . . . $ 2,069,699.29

Estimated Overrun Underrun Amount . . . . . $ 0.00

Estimated Overrun Underrun Percent 0.0%

SUBMITTED BY: Richard E. Dusa 8-27-84

TITLE: Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED: Marvin Goff
Region Engineer

APPROVED: Harold D. Wimer 9-11-84.
Construction ~~[illegible]~~ Engineer

588

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

T

[illegible]

ORDER FOR FORCE WO

ORDER No. 5

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY Multnomah County CONTRACT No. 9830
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME S. E. 199th Ave. - Main Ave. (Gresham) DATE Sept. 10, 1984

HIGHWAY E. Burnside Rd. FAP No. IX-9822(9)

COUNTY Multnomah PREFIX 326-1074 FUNCTION

DESCRIPTION OF WORK TO BE DONE:

Furnish and install signs for scheduled road closure Sept. 19-20-21 for installation of 54" storm sewer across Burnside. (See P.A. #2)

LOCATION BY STATION NUMBERS:

287+67.50 - 359+00.75

[illegible] 9-19-84

ESTIMATE OF QUANTITIES & COSTS:

Labor & Materials	$1,000.00

EXPLANATION:

Due to the short notice and urgency of this work, Multnomah County will furnish and install all necessary signs. All required signs in stock except for two indicating closure dates.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 2,069,699.29
Present estimate of costs including work under this Force Order	$ 2,073,234.04
Estimated Overrun ~~Underrun~~ Amount	$ 3,534.75
Estimated Overrun Underrun Percent	0.1%

SUBMITTED BY: Richard [illegible]

TITLE: Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED: Marion [illegible]
Region Engineer

APPROVED: [illegible] 9-26-84
Construction ~~or Traffic~~ Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

594

Form 734-1105 (Rev. 1-79) SP*70890-734

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12,1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

STATE
Oregon 97310

PAID BY
(For use of Paying Office)

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM: 05 02 84
TO: 03 16 88

FEDERAL AID PROJECT NO.
IX M 9822 (9)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
2,095,510.82	1,987,177.67	85.00	1,689,101.01	1,689,101.01	0.00
70,115.30	70,115.30	85.00	59,598.00	59,598.00	0.00
198,823.53	198,823.53	85.00	169,000.00	169,000.00	0.0
2,364,449.65	2,256,116.50	85.00	1,917,699.01	1,917,699.01	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY: Oregon
DATE: 11/8/90
SIGNATURE OF AUTHORIZED OFFICIAL: Robert E Warbe
ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED: $0.00
ADJUSTMENTS:
AMOUNT APPROVED:

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

SE 199TH AVE MAIN AVE GRESHAM SECTION
E BURNSIDE ROAD
MULTNOMAH COUNTY

CONSTRUCTION

TYPE CODE 1000
ROADWAY

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$1,827,222.76
W36 164,450.05		
177 54,816.68		
580 1,607,956.03		
SFO 1 STRIPING 580 (MULT CO)	ALL REQUIRED	$10,241.33
SFO 5 FURNISH AND INSTALL SIGNS 580 MULT CO	ALL REQUIRED	819.88
SFO 7 PERMANENT SIGNS MULT CO.	ALL REQUIRED	2,665.96
EEO MONITORING COST 580	ALL REQUIRED	183.47
TOTAL TYPE CODE 1000		1,841,133.40

TYPE CODE Y030
ILLUMINATION

FINAL CONTRACT PAYMENT SUMMARY 580	LUMP SUM	10,450.00
SFO 4 MOUNTING POLE HEIGHT (PGE) 580	ALL REQUIRED	3,923.86
TOTAL TYPE CODE Y030		14,373.86

TYPE CODE Y031
SIGNALS 3 LOCATIONS

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	99,750.00
SFO 2 SIGNAL TEST AND TURN ON		
WORK BY MULT CO580	ALL REQUIRED	793.96
WORK BY STATE 580	ALL REQUIRED	4,000.00
SFO 3 SOFTWARE PROGRAM STATE 589	ALL REQUIRED	1,400.96
TOTAL TYPE CODE Y031		105,944..92

CONSTRUCTION ENGINEERING

WORK BY MULTNOMAH CO.	ALL REQUIRED	$294,217.82
W36 34,373.48		
580 244,545.72		
177 15,298.62		

MISCELLANEOUS PROJECT COST

AUDIT EXPENSE	ALL REQUIRED	446.50

TOTAL PARTICIPATING COST		$2,256,116.50

NON-PARTICIPATING PROJECT COST

CONSTRUCTION ENGINEERING	ALL REQUIRED	$99,724.96
STATE 39,838.80		
MULTNOMAH CO 59,886.16		
FINAL CONTRACT PAYMENT SUMMARY	LUNP SUM	8,418.52
INTEREST ON FINAL PAYMENTS	ALL REQUIRED	1,235.37
SFO 6 DRAINAGE WORK	ALL REQUIRED	(1,047.70)
TOTAL NONPARTICIPATING COST		$108,333.15
TOTAL PROJECT COSTS		$2,364,449.65

IX M 9822 (9)

ALL REQUIRED AUDIT CONDUCTED, ANY ADJUSTMENTS HAVE BEEN MADE

9830

OFFICE DATA - OREGON FEDERAL-AID PROJECTS

OREGON STATE HIGHWAY DIVISION

Item No. 71416

Project No. IX-9822 (9)

Project S.E. 199th Ave - Main Ave. (Gresham) Highway County Road County Multnomah

Type of Work Gr., Pav. & Traf. Signals Length-Rdy. ______ Brs. ______ Total ______

PR-1 Estimate - Date Submitted 1-17-84 Amount 2,220,000 Government 1,887,000 State 133,657* Co. ~~City~~ 199,343

PA Estimate - Date Submitted 6-14-84 Amount 2,067,673 Government 1,757,521 State 133,657 Co. ~~City~~ 176,495

Rev PA Estimate - Date Submitted 11-6-85 Amount 2,346,007 Government 1,994,104 State 133,657 Co. ~~City~~ 218,246

Rev PA Estimate - Date Submitted 1-16-86 Amount 2,426,024 Government 2,062,119 State 133,657 Co. ~~City~~ 230,248

Rev PA Estimate - Date Submitted 2-14-86 Amount 2,426,026 Government 2,062,119 State 133,657 Co. City 230,250

Rev. PA Estimate - Date Submitted 1-22-88 Amount 2,329,573 - Government 1,986,119 - State 133,657 Co. ~~City~~ 209,797

Preliminary Engineering Phase I ______ Phase II ______ Rights of Way ______ Construction ______ Other ______

Project Agreement - Amount 1,757,521 Date 6-19-84 State Contract No. 9830 P.P.R. Copy 6-29-84

Modified Agreement - Amount 1,994,104 Date 11-15-85 State Contract No. ______ P.P.R. Copy ______

Modified Agreement - Amount 2,062,119 Date 1-27-86

Modified Agreement - Amount 304,598 (177) 1,757,521 (580) Date 3-10-86

Modified Agreement - Amount 169,000 W36 59,598 (177) 1,757,521 (580) Date 2-11-88

Modified Agreement - Amount ______ Date ______

Modified Agreement - Amount ______ Date ______

* not to exceed $154,672 for Total of Projects IX-9822 (7) & (9).

Pro-rata 85% Group 1 99% Group 2 ______ Group 3 ______ Group 8 1% Group 9 ______

Appn Code 580

RECORD OF VOUCHERS

No.	Date Submitted	Amount	Total Amount To Date	Date Payment Received	Prefix 326-1949 PE	Prefix C 09830	Prefix	Prefix
Final	12-21-90	0.00	1,923,682.67	1-9-91				
	Total							

FORM 734-3144 (Rev. 11-78)

1984 W.bound Banfield-S.bound I-5 9831
Sec, Pacific Hwy., City of Portland.
(gr, pav, sign, illum, @ lndscp.)

January 27, 1988

Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

CON 5 - 9831, 9854,
9855, 9944,
9935 & 9953

Attention: Robert L. O'Halloran

As requested in your letter of January 21, 1988, I am attaching the official documentation showing the formal acceptance of the various R. A. Hatch Co.; Roadway/Hatch Joint Venture Projects. As you will note, I have highlighted the specific project.

Contract No. 9877 with R. A. Hatch Co. & Gaynetco, Inc., has not been accepted by the State. It was completed on December 15, 1987.

Contract No. 9865 with Roadway Constructors Corporation and R. A. Hatch Co. for the Beaverton-Tigard Hwy. Interchange has not been completed or accepted.

Contract No. 9864 is with Dirt and Aggregate Interchange, Inc. for The Dalles-California Highway Guardrail Project in Wasco County. Contract No. 9004 is with Marion Construction Co., Inc. for work in Silver Falls State Park in Marion County. Since these two contracts were not with Hatch/Roadway, we did not provide the acceptance information. If you do need them, let me know and we will provide that documentation.

Please let me know if I can provide any further information.

Fran Neavoll
COMMISSION SERVICES

FKN:bk

Atts.

Delegated authority reports sent showing Schwartz acceptance of Contract Nos. 9831, 9854, 9855, 9944, 9935 and 9953.

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

FACSIMILE 503-222-5290 (Portland)
503-484-9779 (Eugene)

JANIE M. BURCART
CHRISTOPHER T. CARSON*
BARRY W. DOD*
DAVID A. DRAPELA*
GEORGE V. EIGHMEY
JAMES P. LAURICK
JEFFREY S. MERRICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

January 21, 1988

Fran Neavoll
Oregon State Highway Department
Commission Services
121 Transportation Building
Salem, OR 97310

Re: The American Insurance Company; R.A. Hatch Co.; Roadway/Hatch Joint Venture Projects

Dear Ms. Neavoll:

You may recall that I represent The American Insurance Company, surety for R.A. Hatch Co. or Roadway/Hatch joint venture on various Oregon State Highway Department projects.

The purpose of this letter is to request some information that will assist us in evaluating possible remaining bond claim exposure with respect to various projects.

I request that you provide me with the date on which each of the following projects was formally accepted by OSHD (and, if it exists, a copy of whatever document reflects the date of formal acceptance):

1. OSHD 9831; 10-11-85
2. OSHD 9854 (NW Kittridge-NW 31st, Portland); 1-12-87
3. OSHD 9855 (Powell-Heiney Road); 1-15-87
4. OSHD 9865 (Beaverton/Tigard 217 Highway Interchange); not accepted

?, 5. OSHD 9864; ?, not [illegible]

6. OSHD 9877 not accepted

7. OSHD 9944 (Ladd Canyon); 8-25-86

8. OSHD 9935 (Tigard-Willamette River); 1-30-87

?, 9. OSHD 9004; and ?,

10. OSHD 9953 (Sunset-Pacific Coast Highway 217 Overlay). 12/18/87

As always, if there is any charge for the copying of any documents please advise and I will arrange for payment. I appreciate your continued cooperation and assistance.

Very truly yours,

Bob O

Robert L. O'Halloran

RLO/me

cc: The American Insurance Company

RECEIVED
JAN 22 19[illegible]
COMMISSIO[illegible] SE[illegible]VICES
DEPARTMENT OF TRANSPO[illegible]TATION

9 8 3 1

ic

cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 2/14/86	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IR-5-6(114)301
COMPLETION DATE (Actual) 3/25/85	ACCEPTANCE DATE BY CONRTACT AGENCY 10/4/85	TIME ELAPSED 93 %	CONTRACT TIME 150 DAYS

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WESTBOUND BANFIELD - SOUTHBOUND CONNECTION
PACIFIC HIGHWAY
Grading Paving and Barriers

This project provided for the widening of the existing southbound Pacific Highway between the Burnside Bridge and the Morrison Street Bridge ramps to provide an extra lane in the shoulder. Also included was a new sign bridge, modification of illumination, miscellaneous drainage work, signing work, and shoulder barrier revision.

The final cost of the project is $310,850. The original authorization was $322,414.

- TPL -

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
FEB 25 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy
2/26

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE FEB 21 [illegible]	TITLE Field Operations Engineer	DATE FEB 24 1986

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

October 24, 1985

CON 5
#9831

American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

On October 10, 1985, we wrote to you concerning release of final payment on Contract No. 9831 awarded to Railco Multi Construction, Inc. dba Roadway Constructors Corporation & R. A. Hatch Co., JV for work on Westbound Banfield-Southbound I-5 Connection Section of the Pacific Highway in Multnomah County.

Final payment on this contract is $7,466.80 and the total contract amount is $264,066.36 including $786.56 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Railco Multi Construction, Inc.
dba Roadway Constructors Corporation
& R. A. Hatch Co., JV
P.O. Box 6179
Bend, OR 97708

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

NOTED ON CARD
10-24-85ac

FKN:arc

9831

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: October 4, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9831, On Site Work Substantially Completed March 25, 1985

All Work Completed June 3, 1985

Project W.B. Banfield-S.B. I-5 Connection

Highway Pacific

County Multnomah

Type of Work Grading, Paving, Signing, Illum. & Landscaping

Contractor RailCo Multi Const. Inc. & R.A. Hatch Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

noted
RGormsen

10-10-85 - surety letter written (ac)

RECEIVED
OCT 7 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9831

11

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

RECEIVED
STATE HWY ENGR
AUG - 8 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

In Reply Refer to File No.:
CON 5

DATE: June 21, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: ~~C. O. Fredrickson, P.E., P.L.S.~~
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-5-6(114)301

Contract 9831, Work Completed March 25, 1985

Project W.B. Banfield-S.B. I-5 Connection

Highway Pacific

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date August 2, 1985

G. K.
for Dale E. Wilken
Division Administrator

NOTED
H.S. COULTER

BMW:mk

cc: H. S. Coulter
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

CE___ CAE___ RECEIVED LS___ TC___
COE___ OM___ SA___ CC___
OE___
CA___ AUG 7 1985 FE___ CP___
PQC___
CAM___ CONSTRUCTION QCS___
EEO___ SECTION FILE___

734-2023 (2-85)

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: WB BANFIELD- SB I-5 CONNECTION

WEEK ENDING: Thursday, May 23, 1985

SECTION PREFIX: 626-1011

HIGHWAY: Pacific

COUNTY: Multnomah

NAME OF JOB: I-5 Connection

KIND OF WORK: Grading, paving, signing, illumination & landscaping

CONTRACTOR: Railco Multi Constr.,Inc.& R.A.Hatch

CONTRACT NUMBER: 9831

FEDERAL AID PROJECT NUMBER: IR-5-6(114)301

DATE OF CONTRACT: July 11, 1984

DATE WORK STARTED: July 24, 1984

ESTIMATED COMPLETION DATE: December 23, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: -0- SUPERVISION: -0-

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 150

WORK DAYS USED

CALENDAR DAYS USED 144

SPECIFIED COMPLETION DATE: December 23, 1984

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $ 322,413.78

EXCLUSIVE OF ENGINEERING: $ 296,847.93

ENGINEERING AUTHORIZATION: $ 25,565.85

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 265,543.56

ENGINEERING COST TO DATE: $ 42,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: OVERRUN UNDERRUN 90 %

PERCENT OF AUTHORIZATION 160 %

DATE PROJECT WAS COMPLETED: 3/25/85

ESTIMATED PERCENT COMPLETE (ROADWORK)

Signing	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	Illumination		
100%	100%	100%	100%	100%	100%		

	Gen.Excavat. GRADING	1"-0" Agg.	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PCC PAVING
MILES IN PROJECT 0.20					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,050 CY	1,920 T		360 T	900 SY
TOTAL QUANTITIES CORRECTED TO DATE	1,917 CY	1,624 T		384 T	824 SY
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,917 CY	1,624 T		384 T	824 SY
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	NO STRUCTURES IN THIS PROJECT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5/19	Cloudy	0		
MONDAY 5/20	Cloudy	0		
TUESDAY 5/21	ClearFair	0		
WEDNESDAY 5/22	Fair/Warm	0		
THURSDAY 5/23	Fair	0		
FRIDAY 5/17	Clear	0		
SATURDAY 5/18	Fair	0		

CE ---- CAE ---- RECEIVED LS ------ TC ------
COE ---- OM ----
SA ------ CC ------
OE -------------- MAY 28 1985 FE ------ CP ------
CA --------------
PQC --------------
CAM -------------- CONSTRUCTION QCS --------------
EEO -------------- SECTION FILE --------------

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

5/19 SUNDAY	No activity
5/20 MONDAY	No activity
5/21 TUESDAY	No activity
5/22 WEDNESDAY	No activity
5/23 THURSDAY	No activity
5/17 FRIDAY	No activity
5/18 SATURDAY	No activity

REMARKS

The second notification has been issued for March 25, 1985, and the calendar-day charges have been stopped.

Penalty for PCC paving smoothness is being checked by Metro Region and Salem before this project is finaled out.

SIGNED LOCATION

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

August 15, 1984

Railco Multi Construction, Inc. dba
Roadway Constructors Corporation &
R. A. Hatch Co., A J.V.
PO Box 6179
Bend, OR 97708

CON 5
#9831

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9831 for work on the West Bound Banfield-South Bound I-5 Connection Section of the Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

Enclosure
cc: The American Insurance Company
Attention: Fidelity & Surety Dept.
PO Box 3825
Portland, OR 97208

Corroon & Black of Oregon
PO Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Paul Barnhart
L. E. George
Merle Anderson

Railco Multi Construction, Inc./R. A. Hatch Company
A Joint Venture
P. O. Box ~~3245~~ 6179
~~Gresham,~~ Oregon ~~[illegible]~~
Bend 97708

June 29, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

Subject: WB Banfield - S.B 1-5 Connection
Pacific Highway
Multnomah County

Dear Sir or Madam:

In accordance with the Supplemental Required Contract Provisions SPO.2B Section 5, please find documentation identifying the DBE/WBE's we intend to contract with on the above referenced project.

H & H Electric (WBE)
P.O. Box 6209
Bend, Oregon 97708

Item #	Description	Approx Q	Unit Price	Approx Total
35	Sign Illum Equip	All	LS	$ 2,500.00
37	Pole Foundations	All	LS	2,000.00
38	Roadway Poles & Arms	All	LS	700.00
39	Switching, Conduits	All	LS	12,500.00
				$17,700.00

Arrow Bros Corp (MBE)
AGC Center #310
9450 S.W.Commerce Circle
Wilsonville, Oregon 97070

Item #	Description	Approx Q	Unit Price	Approx Total
30	Wood Sign Posts	All	LS	200.00
31	Sign Support Footing	All	LS	14,000.00
32	Sign Bridge	All	LS	35,000.00
33	Ty A Signs	133 sf	16.00	2,128.00
34	Ty D Signs	32 sf	10.00	320.00
36	Move & Modify Exist Signs	All	LS	500.00
				$52,148.00

Should you have any questions, please do not hesitate to call.

Respectfully Submitted,

Michael D. Durbin
Vice President for Operations

cc: Bend File
Job File

RECEIVED
JUL 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

c- Kay Turner

4831

1

TO BE COMPLETED BY FHWA		STATE
7-197	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY MULTNOMAH PROJECT NO. IR-5-6(114)301

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Westbound Banfield - Southbound I-5 Connection

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-2-84	0.0

OTHER *(Specify)*

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 322,413.00	$ 297,328.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

BYX FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible]

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon July 18, 1984

Federal-Aid Project No. IR-5-6(114)301

W.B. Banfield-S.B. I-5 Connection Section
Pacific Highway
Multnomah County

PROEJCT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. "ES 2" 27+58 to Sta. "L" 416+35)

Mobilization	Lump Sum	All	Lump Sum	$ 24,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	17,000.00
Temporary Signs	Sq. Ft.	580	10.00	5,800.00
Temporary Barricades	Each	12	80.00	960.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	950	10.50	9,975.00
Temporary Plastic Safety Markers	Each	70	40.00	2,800.00
Sequential Arrow Signs	Each	2	1,250.00	2,500.00
Flaggers	Hour	400	8.00	3,200.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	12,500.00
General Excavation	Cu. Yd.	2,050	10.00	20,500.00
Trench Excavtion	Cu. Yd.	165	10.00	1,650.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	4,000.00
Furnishing and Placing Topsoil	Cu. Yd.	20	20.00	400.00
1"-0 Aggregate Base	Ton	1,920	9.00	17,280.00
Class "C" Asphalt Concrete	Ton	360	35.00	12,600.00
Continuously Reinforced Concrete Pavement	Sq. Yd.	900	31.00	27,900.00
Terminal Expansion Joints	Lin. Ft.	24	250.00	6,000.00
8-inch Storm Sewer Pipe	Lin. Ft.	40	20.00	800.00
12-inch Storm Sewer Pipe	Lin. Ft.	332	20.00	6,640.00
Extra for Pipe Under Pavement	Lin. Ft.	34	20.00	680.00
Concrete Manholes	Each	1	1,500.00	1,500.00
Concrete Inlets, Type CG-2	Each	2	450.00	900.00
Concrete Inlets, Type G-1	Each	1	500.00	500.00
Concrete Inlets, Type G-2	Each	1	500.00	500.00
Concrete Curbs	Lin. Ft.	400	5.00	2,000.00
Concrete Islands	Cu. Yd.	20	125.00	2,500.00
Concrete Barrier	Lin. Ft.	525	15.00	7,875.00
Concrete Barrier, Nonstandard	Lin. Ft.	188	60.00	11,280.00

Adjusting Manholes	Each	1	175.00	175.00
Wood Sign Posts	Lump Sum	All	Lump Sum	200.00
Sign Support Footings	Lump Sum	All	Lump Sum	14,000.00
Sign Bridge	Lump Sum	All	Lump Sum	35,000.00
Type "A" Signs in Place	Sq. Ft.	133	10.00	1,330.00
Type "D" Signs in Place	Sq. Ft.	32	10.00	320.00
Sign Illumination Equipment	Lump Sum	All	Lump Sum	2,500.00
Move and Modify Existing Signs	Lump Sum	All	Lump Sum	500.00
Pole Foundations	Lump Sum	All	Lump Sum	2,000.00
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	700.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	12,500.00
Furnishing and Planting Shrubs	Each	200	15.00	3,000.00
Bark Mulch	Unit	6	350.00	2,100.00
Irrigation System	Lump Sum	All	Lump Sum	2,500.00
				$ 281,065.00
Anticipated Items				
Permanent Pavement Striping	Lump Sum	All	Lump Sum	$ 1,900.00
Remove Pavement Striping (Exist & Temp.)	Lump Sum	All	Lump Sum	300.00
				$ 2,200.00
			Subtotal	$ 283,265.00
			Engineering	38,240.00
			Total	$ 321,505.00
Length of Project				0.00 mile
Retain in Program				
Adjust Irrigation	Lump Sum	All	Lump Sum	$ 800.00
			Engineering	108.00
			Total	$ 908.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Channelization	$ 321,505.00	$ 296,491.00	$ 25,014.00
Reserve	908.00	837.00	71.00
Total	$ 322,413.00	$ 297,328.00	$ 25,085.00

Group 1 100%
Contract No. 9831
Prefix: 626-1939
Prefix: 626-1011

CL:WH:pf

9831

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-6(114)301

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

5-2-84

4. PROGRAM NO.

5. ITEM NO. 40081

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/2/84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
WB Banfield - SB I-5 Connection

11. GENERAL DESCRIPTION OF WORK
Channelization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items shown in your "PS&E" Estimate dated 4/30/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 4/30/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $217,654, Federal Funds $200,720.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

Orig. att. to 5/8

RECEIVED
STATE HWY ENGR
MAY 7 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/2/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9831

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: April 12, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40081
Project No. IR-5-6(114)301
W.B. Banfield-S.B. I-5 Connection Sec.
Pacific Highway
Multnomah County

Attached data consists of PR-1 forms with project maps.

It is Oregon State Highway Division's present intention to receive bids for this project on May 24, 1984 and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984 in accordance with Public Law 97-424, Section 145.

DRH:bkb
Attachments

cc: E.L. Hardt (Metro)
Wayne Schulte (Metro)
Karen Bunk (Metro)
General Files

Form 734-3122

9831 +

rll

U. S. DEPARTMENT OF TRANSPORTA[illegible]N
FEDERAL HIGHWAY ADMINISTR[illegible]ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-6(109)301

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40081

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/26/84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
West Bound Banfield to South Bound I-5 Connection

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 3/15/84 I approve the revised Preliminary Engineering costs to a TEC of $33,000 - Federal Funds $30,432.

(Increase TEC $6,500 - Federal Funds $5,994)

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

jng ta
3/29

14. DATE 3/26/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

- 7251

1-5 N

PROJECT PROSPECTUS

PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Multnomah Co.

SECTION WESTBOUND BANFIELD TO SOUTHBOUND I-5 CONNECTION	KEY ID# REGION 1

I-5 SURVEY AUTHORITY	AUTHORIZATION NO. 2	PREFIX 626-1939	DATE 3-19-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 8,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,800
905 FINAL DESIGN		5,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		500
906 BRIDGE DESIGN		6,000	921 SPECIFICA-TIONS		3,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		200
910 REGION GEOLOGIST		1,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		2,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES					

TOTALS	$	$ 33,000
PREVIOUS AUTHORIZATION		$ 26,500
ADD. AUTH. REQUIRED		$ 6,500

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IR-S-6(109)301

LOCATION ENGINEER'S REMARKS

Costs for function 906 (Bridge Design) were inadvertantly omitted from the original cost estimate for the project.

1 Yeates
Anderson
Cy Adams
BM Cy Bud
2 Edwards E
3 Trout VT
Cy Wakerlig

RECEIVED
APR 9 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up
Action

Bring Up

PREPARED BY Norman S. Davis	DATE 3-19-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 3/26/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 3-21-84
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

9821

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR 5-6(109)301

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40081

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem Or

7. DATE AUTHORIZATION EFFECTIVE 12-15-83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
West Bound Banfield to South Bound I-5 Connection

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering Widen - Add LANE

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including railroad preparatory work TEC $26,500 FF $24,438
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Swan's PEA dated 12-8-83

RECEIVED
STATE HWY ENGR
DEC 22 '83
REFER TO Potter
FOR
Info Invas R/D D/R Sign Act File

Orig. to 12/22

14. DATE 12-15-83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible] 1-5 N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Plan #10202

Multnomah Co

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01471

SECTION: Westbound Banfield to Southbound I-5 Connection

REGION: Metro Region

SURVEY AUTHORITY Awr #1 & #2

AUTHORIZATION NO. 1

PREFIX 626-1939

DATE 10-6-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 9,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,800
905 FINAL DESIGN		5,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		500
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		200
910 REGION GEOLOGIST		1,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		2,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES					

TOTALS	$	$ 26,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IR 5-6(109)301

LOCATION ENGINEER'S REMARKS

1 Vorsteeg ✓
Anderson
(cy ~~Adams~~ to Bud)
(cy) Macnab
2 Stoudenmeyer TE
Turpin
3 Trout
(cy) Wakerlig

RECEIVED
JAN 05 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

On Prelim HIP

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10-[illegible]
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E S [illegible]	DATE 10-21-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12-15-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

Plan# 10202

SEE INSTRUCTIONS ON REVERSE

KEY ID #	01471
SECTION	WESTBOUND BANFIELD TO SOUTHBOUND I-5 CONNECTION
REGION	METRO

TATE HIGHWAY #	HIGHWAY NAME	MILE POST	LENGTH
2/1	Columbia River Hwy. Connection to Pacific Hwy	FROM TO	3200 ft

	CITY	COUNTY	ROAD/STREET NAME
☑ URBAN ☐ RURAL	Portland	Multnomah	Eastbank Freeway

ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)
I-84 to I-5	68/I-5	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 26.5	GRADING	(✓)	✓	FILES (#)	0
RIGHT OF WAY		$ —	PAVING	(✓)	✓	ACRES (#)	0
ROADWAY	$ 136		STRUCTURES	(✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING	(✓)	✓	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 10 ~~7~~					RIGHT OF WAY DESCRIPTIONS (S,C,A)	—
	$		ENVIRONMENTAL CLASS	(1,2,3)	2 ~~3~~	RIGHT OF WAY ACQUISITIONS (S,C,A)	—
40% ENGINEERING & CONTINGENCIES	$ 57		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 203 ~~200~~	WORK TYPE	(1-12)	3	☐ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE		$ 229.5				☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/85	FAI - 4R	85

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	1 lane connect.	2
STRUCTURES (#)	1	1
SIGNALS (#)	-	-
BIKE PATH (Y/N)	-	-
AVERAGE DAILY TRAFFIC	21,000	23,000
YEAR OF AVERAGE DAILY TRAFFIC	1981	2000

DEFINE THE PROBLEM

The WS ramp from Banfield is two-lane with one lane exit to Morrison Bridge and one land to I-5 south. Approximately 70 percent traffic demand to I-5 creates a congested section. This occurs primarily during morning peak period.

PROPOSED SOLUTION

Widen existing single lane WB Banfield ramp connection to SB I-5 to two lanes. Adds accel. lane where I-5 shoulder now exists.

REQUESTED, REGION ENGINEER X	DATE [illegible]
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.) Plan #102

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01471

SECTION Westbound Banfield to Southbound I-5 Connection

REGION Metro Region

PROJECT JUSTIFICATION

Tom Schwab recently did a study of the apparent bottleneck at this location. His recommendation to improve operation was to reconstruct the southbound on-ramp as two lanes with the second lane on I-5 tapering back to the three lane section under the Morrison structure.

This will eliminate a very high percentage of lane shifting which causes slow-downs, driver confusion, and traffic back-up.

This problem presently creates considerable rush-hour congestion which will become worse with the completion of the Banfield improvements.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS Plan #10202

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01471

SECTION Westbound Banfield to Southbound I-5 Connection

REGION Metro Region

TER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	S	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	0	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	0

DESIGN SPEED 50

DESIGN STANDARDS Interstate

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				10'		12'	12'	14'	12'	12'	12'	10				
				10'		12'	12'	14'	12'	12'	12'	12'	6'			
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
	6" A.C. 12" A.T.B.				

STRUCTURE DATA

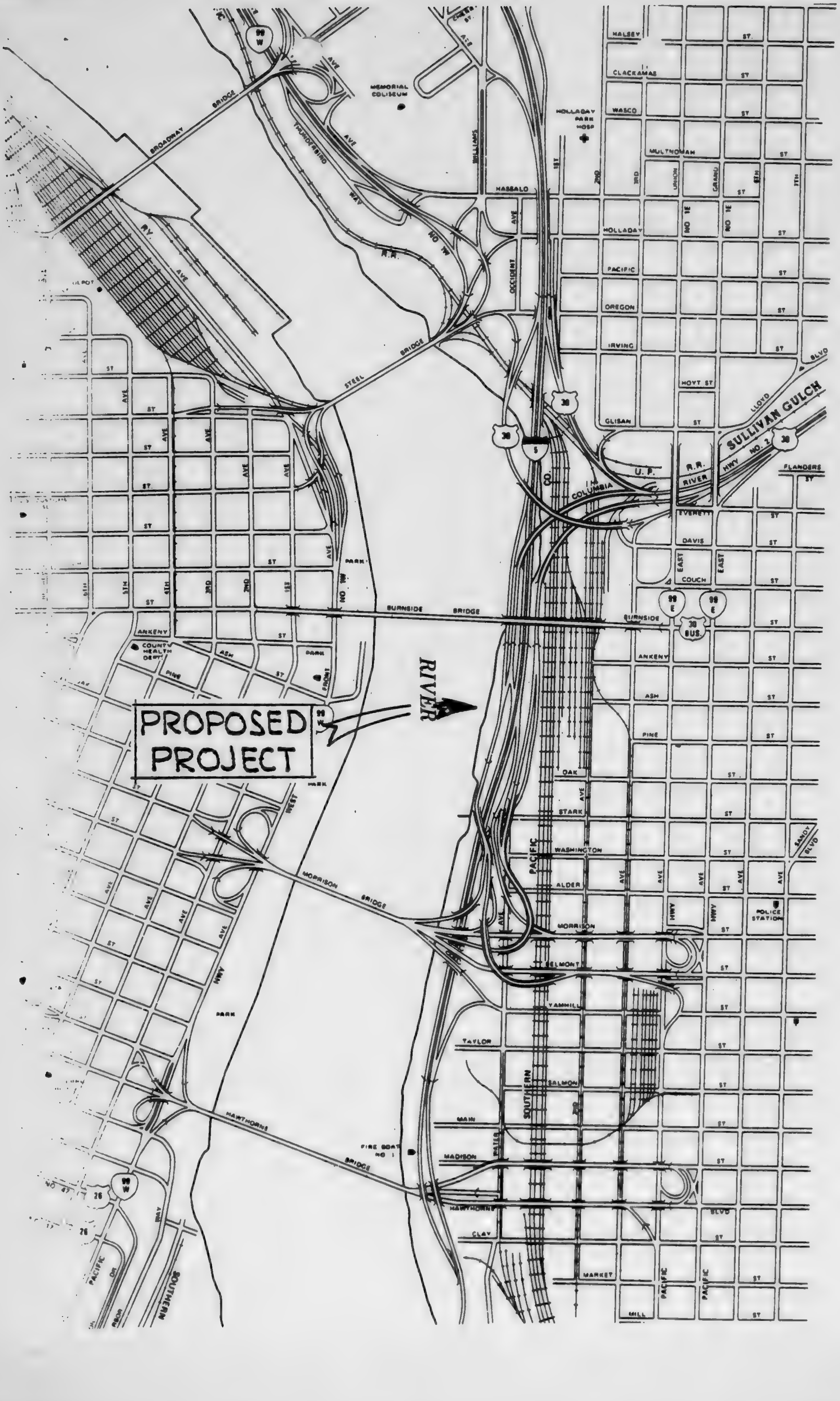
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82) 10-06-'83


PROPOSED PROJECT
RIVER
BROADWAY BRIDGE
STEEL BRIDGE
BURNSIDE BRIDGE
MORRISON BRIDGE
HAWTHORNE BRIDGE
MEMORIAL COLISEUM
HOLLADAY PARK HOSP
SULLIVAN GULCH
HWY NO. 2
U.P. R.R.
COLUMBIA RIVER
THUNDERBIRD WAY
COUNTY HEALTH DEPT
FIRE BOAT NO 1
POLICE STATION
SOUTHERN PACIFIC
HALSEY ST
CLACKAMAS ST
WASCO ST
MULTNOMAH ST
HASSALO
HOLLADAY ST
PACIFIC ST
OREGON ST
IRVING ST
HOYT ST
GLISAN ST
FLANDERS ST
EVERETT
DAVIS
COUCH
BURNSIDE
ANKENY
ASH
PINE
OAK
STARK
WASHINGTON
ALDER
MORRISON
BELMONT
YAMHILL
TAYLOR
SALMON
MAIN
MADISON
HAWTHORNE BLVD
CLAY ST
MARKET ST
MILL ST
LLOYD BLVD
SANDY BLVD
WILLIAMS
OCCIDENT AVE
UNION
GRAND
FRONT
99 W
99 E
30
30 BUS.
5
26

1984 Nestucca River Bridge 9832
Sec, Woods-Cloverdale Rd.
(grading, paving, structure)

9832

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: April 19, 1989

COUNTY: TILLAMOOK AGREEMENT NO: 7902 PROJECT NO: BROS-2900(4 & 6)

CONTRACT NO: 9832 SECTION: Nestucca River (Cloverdale) Br.

Preliminary Engineering Prefix C229-1988

	Participating	Nonparticipating
Project Manager	$ 503.86	$
Consultant Engineer (OBEC)	43,225.00	
Final Design	211.24	
Region Utility Liaison	160.54	
Audit Services	143.10	
Program Section	150.69	
Specifications	660.95	
Environmental Studies	1.50	
Structural Foundations	7,590.43	
R/W Utility Engineer	17.87	
Surface Design Engineer	153.05	
Total P.E. Cost	$ 52,818.23	$ -0-

Right-of-Way Prefix C229-2511

	Participating	Nonparticipating
Land Purchase	$ 3,580.00	
Value of Trees & Shrubs	1,240.00	
Severance & Consequential Damages	130.00	
Appraisals Witness Fees Tax	1.80	
Miscellaneous County Cost	100.00	
Title Cost Recording Fees	322.38	
Negotiation Expense	441.44	
Relocation Computation	46.26	
Legal	106.96	
Appraisal Review	25.48	
R/W Office Expense	503.98	
Total R/W Cost	$ 6,498.30	$ -0-

Construction Prefix C09832

	Participating	Nonparticipating
Payment to Contractor	$ 586,804.20	$
Consultant Engineer (OBEC)	89,070.00	
Field Engineering	1,928.17	*1,573.82
Audit Services	927.16	
Program Section	168.76	
Materials Section		**6,459.12
Technical Services	689.60	

Construction Office	$ 838.24	$
Region Office Charges	1,102.38	
Accounting	205.71	
Utility Relocation	7,654.74	
Co. Payment to Tillamook Co.	1,372.73	
Utility Liaison	11.87	
Liquidated Damages	(9,112.50)	
Interest on Final Payment		1,111.88
Total Construction Cost	$ 681,661.06	$ 9,144.82

Summary:

Participating P.E. Cost		$ 52,818.23
Participating R/W Cost		6,498.30
Participating Const. Cost		681,661.06
Total Participating Cost		$ 740,977.59
Federal Funds:.		
P.E. (80%)	$ 42,254.58	
R/W (80%)	5,198.64	
Construction (80%)	545,328.84	(592,782.06)
Subtotal		$ 148,195.53
Plus Nonparticipating County Cost		9,144.82
Less County Advance Deposits		
P.E. AD #84-63	$ 12,340.00	
R/W AD #84-09	2,800.00	
Construction AD #84-48	126,500.00	(141,640.00)
Balance Due From County		$ 15,700.35

*Construction engineering over 15% limitation is nonparticipating County cost on federal-aid projects.

MKS:pk

9832

ORIGINAL 4-11-89

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BROS-2900(6)

PROGRAM APPROVED

VOUCHER PERIOD From: 5/2/84 To: 12/2/87

FINANCIAL DATA

114

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
690,805.88	681,661.06	80%	545,328.84	545,328.84	-0-
690,805.88	681,661.06	80%	545,328.84	545,328.84	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

______________________ *State Highway Agency*

By R J Haack ______________________
Authorized Officer *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ ______________________

Adjustments $ ______________________

Amount Approved $ ______________________

SIGN ORIGINAL COPY

____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	NESTUCCA RIVER (CLOVERDALE) BRIDGE SECTION WOODS - CLOVERDALE SECTION GRADING, PAVING & STRUCTURE					
	Participating Project Costs					
	Type Code X081					
	Structure #11315A (Sta. 0+26 to Sta. 6+00)					
	Final Contract Payment Summary		Lump Sum		$586,804.20	✓
SFO #1	Relocate Power Line (Tillamook People's)		All Required		3,065.62	✓
SFO #2	Relocate Power Line (United Telephone Co.)		All Required		4,589.12	✓
SFO #3	Repair Asphalt Settlement		All Required		1,372.73	✓
	Total Construction Project Cost				595,831.67	
	Construction Engineering					
	LIquidated Damages		Lump Sum		[9,112.50]	
	State		All Required		4,944.73	
	OBEC		All Required		89,070.00	
	Total Engineering Project Cost				84,902.23	
	Miscellaneous Project Cost					
	Audit Expense		All Required		927.16	
	Total Participationg Project Costs				681,661.06	
	Non Participating Project Cost					
	Interest on Final Payment		All Required		1,111.88	
	Engineering		Lump Sum		8,032.94	
	Total Non Participating Project Cost				9,144.82	
	Total Project Cost				$690,805.88	
	"Audit conducted, any adjustments required have been made."					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	END
			TOT		P1	203.16	334,596.73	370.419.22		
			TOT		N1	.04CR	8.15	36.73		
			** JOB TOTALS **			203.12 **	334,604.88 **	370.455.95 **		
NESTUCCA R(CLOVERDALE)BR	CONT NO 9832 FA PROJ NOS BROS2900006 100								STATE	
	229	1019	201	00	P 1	2,025.00	547,887.46	547,887.46	84	85
	229	1019	203	00	P 1		13,050.00CR	13,050.00CR	85	85
	229	1019	204	00	P 1		10,000.00CR	10,000.00CR	84	85
	229	1019	296	00	N 9	24,656.00CR	591,485.39CR	604,135.39CR	84	85
	229	1019	297	00	N 9	7,977.48	113,850.00	126,500.00	84	85
	229	1019	298	00	N 9	16,678.52	477,635.39	477,635.39	84	85
	229	1019	900	00	P 1	171.48	925.33	2,228.89	84	85
	229	1019	900	00	N 1		102.44	102.44	84	85
	229	1019	904	00	P 1		64,283.91	64,283.91	84	85
	229	1019	915	00	P 1	36.05	36.05	36.05	85	85
	229	1019	920	00	P 1	.08CR	16.39	49.38	84	85
	229	1019	940	00	P 1	64.00	6,081.35	6,081.35	84	85
	229	1019	941	00	P 1	.09	30.57	30.57	84	85
	229	1019	942	00	P 1	.71CR	265.60	265.60	84	85
	229	1019	944	00	P 1	.51CR	177.01	356.30	84	85
	229	1019	945	00	P 1	.07CR	16.86	16.86	84	85
	229	1019	946	00	P 1	5.63	1,013.61	1,013.61	85	85
	229	1019	948	00	P 1	26.33	171.47	171.47	84	85
			TOT		P1	2,327.21	597,855.61	599,371.45		
			TOT		N1		102.44	102.44		
			** JOB TOTALS **			2,327.21 **	597,958.05 **	599,473.89 **		
UMATILA #1 SIGNING PJ	CONT NO * FA PROJ NOS SRS 000S109 100								STATE	
	230	1061	296	00	N 9		3,696.10CR	9,389.30CR	[illegible]	[illegible]
	230	1061	298	00	N 9		3,696.10	9,389.30	[illegible]	[illegible]
	230	1061	900	00	P 1			9,624.58	[illegible]	[illegible]
	230	1061	900	00	N 1	548.77CR	548.77CR		[illegible]	[illegible]
	230	1061	900	02	P 1			19.27	[illegible]	[illegible]
	230	1061	915	00	P 1			498.16	[illegible]	[illegible]
	230	1061	920	00	P 1			14.[illegible]	[illegible]	[illegible]
	230	1061	944	00	P 1		252.00	252.00	[illegible]	[illegible]
	230	1061	948	00	P 1			23.76	[illegible]	[illegible]
	230	1061	950	00	P 1		599.17CR		[illegible]	
			TOT		P1		347.17CR	10,432.55		
			TOT		N1	548.77CR	548.77CR			
			** JOB TOTALS **			548.77CR**	395.94CR**	10,432.55 **		
[illegible] (SPARK[illegible]) BRIDGE	CONT NO 9148 * FA PROJ NOS SOS 3000002 100								[illegible]	
	230	1070	201	00	P 1			197,280.20	[illegible]	
	230	1070	206	00	N 1			2.[illegible]	[illegible]	
	230	1070	282	02	P 1			14,[illegible]		

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REPORT NO: FMRP920-1                      OREGON DEPARTMENT OF TRANSPORTATION                                PAGE          1
                                             FINANCIAL MANAGEMENT SYSTEM                                   RUN 04/11/89 01:49
                                          HSC REPORT WRITER PARAMETERS REPORT

REPORT NUMBER:       0002002   AGENCY: 02   REPORT TYPE: AH
REPORT TITLE:        JOB COST SUMMARY FEDERAL AID PROJECT
REPORT DESCRIPTION:  DIANE GALIDA---JOB COST SUMMARY MIKE

                     DISTRIB   --- EFF DATES ----                                          NUM
 USER     RPT ID      USER       BEG        END        ACT   FREQ   BI   BC   MEDIA    DEST      COPY

 GAL2     FMRP930     GAL2     03/30/89   99/99/99      Y     D     00   C      H     ALOCAL      01

---- SORT SEQUENCE ----        PAGE       ZERO LINE    DECIMAL POS    PRINT COMMAS    ROUNDING FACTOR
-1- -2- -3- -4- -5- -6-     BREAK LVL     SUPPRESS      AMT   QTY       AMT   QTY        AMT   QTY

24  47  46  17  48              1             Y          2     2         Y     Y          0     0

SELECTION PARAMETERS
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FIELD   LEVEL     FROM VALUE      TO VALUE     FIELD   LEVEL     FROM VALUE      TO VALUE     FIELD   LEVEL     FROM VALUE      TO VALUE
NUMBER  NUMBER   ------------   ------------   NUMBER  NUMBER   ------------   ------------   NUMBER  NUMBER   ------------   ------------

  19             C09832

COLUMN  PRINT      HEADING     TC     FM RANGE     AMT/QTY     CALCULATIONS       ----------------- TRANSACTION CODES -----------------
NUMBER  COLUMN   ONE AND TWO   IND   BEGIN  -END-    IND     OPRTR-VALUE-CODE     O FROM TO  O FROM TO  O FROM TO  O FROM TO  O FROM TO

  1       Y      TOTAL COST     Y    A 99   R 00      A                           + 100 151  + 400 499  - 620      + 690
                 TO DATE
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REPORT NO: FMRP930-1                                        OREGON DEPARTMENT OF TRANSPORTATION                                   PAGE      1
RRN:          2002                                              FINANCIAL MANAGEMENT SYSTEM                                       RUN 04/11/89 00:40
AGY: 02  RPT TYPE: AH                                      JOB COST SUMMARY FEDERAL AID PROJECT

 EA/SUBJOB
  ACTIVITY
   OBJ DETL
    CHRG UNIT                                               TOTAL COST
     SF                                                       TO DATE
 C09832   000   NESTUCCA R(CLOVERDAL
  010             SUPRV & ADM
   001              REGULAR WORK TIME
    0521              BILLING SYSTEM

                        NO TITLE FOUND                                    10.09

****0521              BILLING SYSTEM        TOTAL                         10.09

    0813              FINAL EST & ENG SUPP

                        NO TITLE FOUND                                   601.04

****0813              FINAL EST & ENG SUPP  TOTAL                        601.04

    0821              QUAL CONTRL GRP

                        NO TITLE FOUND                                   210.25

****0821              QUAL CONTRL GRP       TOTAL                        210.25
***001              REGULAR WORK TIME       TOTAL                        821.38
**010             SUPRV & ADM               TOTAL                        821.38  = construction

  050             AUDIT SERVICES
   100              IN-ST TRVL MEAL & MI
    0500              ACCOUNTING SECTION

                        NO TITLE FOUND                                    11.00

****0500              ACCOUNTING SECTION    TOTAL                         11.00
***100              IN-ST TRVL MEAL & MI    TOTAL                         11.00

   102              IN-ST TRVL LODG & RM
    0500              ACCOUNTING SECTION

                        NO TITLE FOUND                                     8.30

****0500              ACCOUNTING SECTION    TOTAL                          8.30
***102              IN-ST TRVL LODG & RM    TOTAL                          8.30
**050             AUDIT SERVICES            TOTAL                         19.30

  899             ACTIV NOT ON SRC DOC
   302              RETAIN ON CONTR OR A
    2000              REGION 2
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REPORT NO: FMRP930-1                        OREGON DEPARTMENT OF TRANSPORTATION                      PAGE      2
RRN:          2002                             FINANCIAL MANAGEMENT SYSTEM                           RUN 04/11/89 00:40
AGY: 02  RPT TYPE: AH                       JOB COST SUMMARY FEDERAL AID PROJECT

 EA/SUBJOB
  ACTIVITY
   OBJ DETL
    CHRG UNIT                                          TOTAL COST
     SF                                                 TO DATE
 C09832  000  NESTUCCA R(CLOVERDAL
  899          ACTIV NOT ON SRC DOC
   302          RETAIN ON CONTR OR A
    2000         REGION 2

****2000         REGION 2               TOTAL                  .00

    2200         DIST MAINT SUPRV 3

                  NO TITLE FOUND                         10,000.00

****2200         DIST MAINT SUPRV 3     TOTAL            10,000.00
***302          RETAIN ON CONTR OR A    TOTAL            10,000.00

   550          RENT OF EQT-ASSGN
    8215         PTL GEN INSP GRP

                  NO TITLE FOUND                             14.00

****8215         PTL GEN INSP GRP       TOTAL                14.00
***550          RENT OF EQT-ASSGN       TOTAL                14.00

   555          HWY DIV - DATA ENT
    0521         BILLING SYSTEM

                  NO TITLE FOUND                             16.08

****0521         BILLING SYSTEM         TOTAL                16.08

    0531         DATA ENTRY

                  NO TITLE FOUND                              4.21

****0531         DATA ENTRY             TOTAL                 4.21
***555          HWY DIV - DATA ENT      TOTAL                20.29
**899          ACTIV NOT ON SRC DOC     TOTAL            10,0[illegible]4.29

   900         PROJ ENG FLD OFC
    001         REGULAR WORK TIME
    2042         GEOL GRP REG 2

                  NO TITLE FOUND                            300.89
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34.29

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 EA/SUBJOB
  ACTIVITY
   OBJ DETL
    CHRG UNIT                                                TOTAL COST
     SF                                                       TO DATE
 C09832  000  NESTUCCA R(CLOVERDAL
  900          PROJ ENG FLD OFC
   001          REGULAR WORK TIME
    2042         GEOL GRP REG 2

****2042         GEOL GRP REG 2         TOTAL                    300.89

    8007         PROJ MGR 8007 REG 2

                  NO TITLE FOUND                                 207.69

****8007         PROJ MGR 8007 REG 2    TOTAL                    207.69
***001          REGULAR WORK TIME       TOTAL                    508.58

   504          ODOT-  BLPRT SVC
    7460         DSIGN UNIT 4 BRG

                  NO TITLE FOUND                                  19.70

****7460         DSIGN UNIT 4 BRG       TOTAL                     19.70
***504          ODOT-  BLPRT SVC        TOTAL                     19.70

   550          RENT OF EQT-ASSGN
    2042         GEOL GRP REG 2

                  NO TITLE FOUND                                  35.00

****2042         GEOL GRP REG 2         TOTAL                     35.00
***550          RENT OF EQT-ASSGN       TOTAL                     35.00
**900          PROJ ENG FLD OFC         TOTAL                    563.28

  901          PROJ ENG CONSUL
   001          REGULAR WORK TIME
    2010         CONSTR UNIT REG 2

                  NO TITLE FOUND                                 148.53

****2010         CONSTR UNIT REG 2      TOTAL                    148.53

    2060         FEDERAL AID-REGION 2

                  NO TITLE FOUND                                 156.42
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REPORT NO: FMRP930-1                              OREGON DEPARTMENT OF TRANSPORTATION                               PAGE      4
RRN:          2002                                    FINANCIAL MANAGEMENT SYSTEM                                   RUN 04/11/89 00:40
AGY: 02  RPT TYPE: AH                             JOB COST SUMMARY FEDERAL AID PROJECT

 EA/SUBJOB
  ACTIVITY
   OBJ DETL
    CHRG UNIT                                                      TOTAL COST
     SF                                                              TO DATE
 C09832  000   NESTUCCA R(CLOVERDAL
  901           PROJ ENG CONSUL
   001           REGULAR WORK TIME
    2060          FEDERAL AID-REGION 2


****2060          FEDERAL AID-REGION 2   TOTAL                           156.42
***001           REGULAR WORK TIME       TOTAL                           304.95

   504           ODOT-  BLPRT SVC
    7361          PLANS & MAP CREW

                   NO TITLE FOUND                                         28.35

****7361          PLANS & MAP CREW       TOTAL                            28.35
***504           ODOT-  BLPRT SVC        TOTAL                            28.35
**901           PROJ ENG CONSUL          TOTAL                           333.38

  914           UTILITY LIAISON
   001           REGULAR WORK TIME
    7783          RR UTIL UNIT

                   NO TITLE FOUND                                         11.87

****7783          RR UTIL UNIT           TOTAL                            11.87

***001            REGULAR WORK TIME      TOTAL                            11.87
**914           UTILITY LIAISON          TOTAL                            11.87

  920           PROJECT PROGRAMMING
   001           REGULAR WORK TIME
    0631          FEDERAL AID GROUP

                   NO TITLE FOUND                                        119.38

****0631          FEDERAL AID GROUP      TOTAL                           119.38

***001            REGULAR WORK TIME      TOTAL                           119.38
**920           PROJECT PROGRAMMING      TOTAL                           119.38

  940           MATERIALS TESTING
   001           REGULAR WORK TIME
    8007          PROJ MGR 8007 REG 2
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REPORT NO: FMRP930-1                          OREGON DEPARTMENT OF TRANSPORTATION                          PAGE      5
RRN:           2002                              FINANCIAL MANAGEMENT SYSTEM                               RUN 04/11/89 00:40
AGY: 02  RPT TYPE: AH                          JOB COST SUMMARY FEDERAL AID PROJECT
 EA/SUBJOB
  ACTIVITY
   OBJ DETL
    CHRG UNIT                                              TOTAL COST
     SF                                                     TO DATE
 C09832  000   NESTUCCA R(CLOVERDAL
  940           MATERIALS TESTING
   001            REGULAR WORK TIME
    8007            PROJ MGR 8007 REG 2

                     NO TITLE FOUND                                  18.26

 ****8007           PROJ MGR 8007 REG 2      TOTAL                   18.26

    8214            PTL CONC CREW

                     NO TITLE FOUND                                  92.18

 ****8214           PTL CONC CREW            TOTAL                   92.18

    8221            OFFICE GROUP

                     NO TITLE FOUND                                  15.76

 ****8221           OFFICE GROUP             TOTAL                   15.76
 ***001           REGULAR WORK TIME          TOTAL                  126.20

   551            HWY DIV. - MATL TST
    2000            REGION 2

                     NO TITLE FOUND                                  31.00

 ****2000           REGION 2                 TOTAL                   31.00

    8214            PTL CONC CREW

                     NO TITLE FOUND                                  34.00

 ****8214           PTL CONC CREW            TOTAL                   34.00

    8215            PTL GEN INSP GRP

                     NO TITLE FOUND                                 156.00

 ****8215           PTL GEN INSP GRP         TOTAL                  156.00
 ***551           HWY DIV. - MATL TST        TOTAL                  221.00
 **940          MATERIALS TESTING            TOTAL                  347.20
  970           CONDC TRAF SURV
   001            REGULAR WORK TIME
    2020            TRAF OPER UNIT REG 2
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REPORT NO: FMRP930-1                    OREGON DEPARTMENT OF TRANSPORTATION                    PAGE      6
RRN:          2002                         FINANCIAL MANAGEMENT SYSTEM                         RUN 04/11/89 00:40
AGY: 02  RPT TYPE: AH                   JOB COST SUMMARY FEDERAL AID PROJECT

 EA/SUBJOB
  ACTIVITY
   OBJ DETL
    CHRG UNIT                                           TOTAL COST
     SF                                                  TO DATE
 C09832  000  NESTUCCA R(CLOVERDAL
  970          CONDC TRAF SURV
   001          REGULAR WORK TIME
    2020         TRAF OPER UNIT REG 2

                  NO TITLE FOUND                                      88.77

****2020         TRAF OPER UNIT REG 2   TOTAL                         88.77

***001          REGULAR WORK TIME       TOTAL                    [redacted]
**970          CONDC TRAF SURV          TOTAL
*C09832  000  NESTUCCA R(CLOVERDAL      TOTAL                     12,338.77
 EA/SUBJOB
  ACTIVITY
   OBJ DETL
    CHRG UNIT                                              TOTAL COST
     SF                                                     TO DATE
 C09832  001   NESTUCCA R(CLOVERDAL
  050           AUDIT SERVICES
   001           REGULAR WORK TIME
    0500          ACCOUNTING SECTION

                   NO TITLE FOUND                                   296.00

****0500          ACCOUNTING SECTION      TOTAL                     296.00

    0523          BILLINGS AND REVENUE

                   NO TITLE FOUND                                   360.00-

****0523          BILLINGS AND REVENUE    TOTAL                     360.00-
***001           REGULAR WORK TIME        TOTAL                      64.00-

   548           RENT OF EQT-POOL
    0966          SERVICE STATION

                   NO TITLE FOUND                                    64.00

****0966          SERVICE STATION         TOTAL                      64.00
***548           RENT OF EQT-POOL         TOTAL                      64.00
**050           AUDIT SERVICES            TOTAL                        .00

  899           ACTIV NOT ON SRC DOC
   349           INT ON VEND PMT
    2200          DIST MAINT SUPRV 3

                   NO TITLE FOUND                                 1,111.88

****2200          DIST MAINT SUPRV 3      TOTAL                   1,111.88
***349           INT ON VEND PMT          TOTAL                   1,111.88
**899           ACTIV NOT ON SRC DOC      TOTAL                   1,111.88

  900           PROJ ENG FLD OFC
   131           STATY & OFC SUPP NON
    8013          PRJ MGR 8013 METR RE

                   NO TITLE FOUND                                   198.00

****8013          PRJ MGR 8013 METR RE    TOTAL                     198.00
***131           STATY & OFC SUPP NON     TOTAL                     198.00

   600           C/O OFF. EQUIP.
    8013          PRJ MGR 8013 METR RE
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REPORT NO: FMRP930-1                         OREGON DEPARTMENT OF TRANSPORTATION                        PAGE      8
RRN:          2002                                FINANCIAL MANAGEMENT SYSTEM                           RUN 04/11/89 00:40
AGY: 02  RPT TYPE: AH                        JOB COST SUMMARY FEDERAL AID PROJECT

 EA/SUBJOB
  ACTIVITY
   OBJ DETL
    CHRG UNIT                                                TOTAL COST
     SF                                                       TO DATE
 C09832  001  NESTUCCA R(CLOVERDAL
  900          PROJ ENG FLD OFC
   600          C/O OFF. EQUIP.
    8013         PRJ MGR 8013 METR RE


****8013         PRJ MGR 8013 METR RE   TOTAL                        .00
***600          C/O OFF. EQUIP.         TOTAL                        .00
**900          PROJ ENG FLD OFC         TOTAL                     198.00
*C09832  001  NESTUCCA R(CLOVERDAL      TOTAL                   1,309.88
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Now $198 project man

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REPORT NO: FMRP930-1                         OREGON DEPARTMENT OF TRANSPORTATION                              PAGE      9
RRN:            2002                            FINANCIAL MANAGEMENT SYSTEM                                   RUN 04/11/89 08:48
AGY: 02  RPT TYPE: AH                        JOB COST SUMMARY FEDERAL AID PROJECT

 EA/SUBJOB
  ACTIVITY
   OBJ DETL
    CHRG UNIT                                                TOTAL COST
     SF                                                       TO DATE
 C09832  010  NESTUCCA R(CLOVERDAL
  899           ACTIV NOT ON SRC DOC
   299            OBJ NOT ON SRC DOC
    2000            REGION 2

                     NO TITLE FOUND                                      102.44

****2000            REGION 2              TOTAL                          102.44
***299            OBJ NOT ON SRC DOC      TOTAL                          102.44
**899           ACTIV NOT ON SRC DOC      TOTAL                          102.44

  900           PROJ ENG FLD OFC
   598            LUMP SUM ENG COST
    0523            BILLINGS AND REVENUE

                     NO TITLE FOUND                                    7,732.50

****0523            BILLINGS AND REVENUE  TOTAL                        7,732.50
***598            LUMP SUM ENG COST       TOTAL                        7,732.50
**900           PROJ ENG FLD OFC          TOTAL                        7,732.50
*C09832  010  NESTUCCA R(CLOVERDAL        TOTAL                        7,834.94
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Now Dar project manager

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REPORT NO: FMRP930-1                              OREGON DEPARTMENT OF TRANSPORTATION                             PAGE     10
RRN:            2002                                  FINANCIAL MANAGEMENT SYSTEM                                 RUN 04/11/89 08:40
AGY: 02  RPT TYPE: AH                             JOB COST SUMMARY FEDERAL AID PROJECT

 EA/SUBJOB
  ACTIVITY
   OBJ DETL
    CHRG UNIT                                                TOTAL COST
     SF                                                        TO DATE
 C09832  011  NESTUCCA R(CLOVERDAL
  050          AUDIT SERVICES
   001          REGULAR WORK TIME
    0500         ACCOUNTING SECTION

                  NO TITLE FOUND                                  443.24

****0500         ACCOUNTING SECTION      TOTAL                    443.24

    0523         BILLINGS AND REVENUE

                  NO TITLE FOUND                                  360.00

****0523         BILLINGS AND REVENUE    TOTAL                    360.00

    0570         EXTERNAL AUDITORS

                  NO TITLE FOUND                                   23.29

****0570         EXTERNAL AUDITORS       TOTAL                     23.29
***001          REGULAR WORK TIME        TOTAL                    826.53

   100          IN-ST TRVL MEAL & MI
    0500         ACCOUNTING SECTION

                  NO TITLE FOUND                                   19.78

****0500         ACCOUNTING SECTION      TOTAL                     19.78
***100          IN-ST TRVL MEAL & MI     TOTAL                     19.78

   102          IN-ST TRVL LODG & RM
    0500         ACCOUNTING SECTION

                  NO TITLE FOUND                                   25.50

****0500         ACCOUNTING SECTION      TOTAL                     25.50
***102          IN-ST TRVL LODG & RM     TOTAL                     25.50
**050          AUDIT SERVICES            TOTAL           [illegible]71.81

  119          OTHER SUR&SHLD MTCE
   341          COOP PMT LOCL GOV
    2060         FEDERAL AID-REGION 2
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REPORT NO. FMRP930-1                       OREGON DEPARTMENT OF TRANSPORTATION                        PAGE    11
RRN:          2002                          FINANCIAL MANAGEMENT SYSTEM                              RUN 04/11/89 00:48
AGY: 02  RPT TYPE: AH                      JOB COST SUMMARY FEDERAL AID PROJECT

 EA/SUBJOB
  ACTIVITY
   OBJ DETL
    CHRG UNIT                                             TOTAL COST
     SF                                                     TO DATE
 C09832  011  NESTUCCA R(CLOVERDAL
  119           OTHER SUR&SHLD MTCE
   341           COOP PMT LOCL GOV
    2060          FEDERAL AID-REGION 2

     SF03          ST FORCE ORDER NO.3                       [redacted]

****2060          FEDERAL AID-REGION 2    TOTAL            [redacted]   4
***341           COOP PMT LOCL GOV       TOTAL
**119           OTHER SUR&SHLD MTCE     TOTAL

  201           WK PERFRM BY CONTR
   300           FORM CONTR CONSTR RT
    0523          BILLINGS AND REVENUE

                   NO TITLE FOUND                          [redacted]

****0523          BILLINGS AND REVENUE    TOTAL            [redacted]

***300           FORM CONTR CONSTR RT    TOTAL            [redacted]
**201           WK PERFRM BY CONTR      TOTAL

  203           LIQUIDATED DAMAGES
   300           FORM CONTR CONSTR RT
    0523          BILLINGS AND REVENUE

                   NO TITLE FOUND                          [redacted]

****0523          BILLINGS AND REVENUE    TOTAL            [redacted]     4
***300           FORM CONTR CONSTR RT    TOTAL
**203           LIQUIDATED DAMAGES      TOTAL

  899           ACTIV NOT ON SRC DOC
   001           REGULAR WORK TIME
    0515          SPECIAL PAYMENTS

                   NO TITLE FOUND                               9.18

****0515          SPECIAL PAYMENTS        TOTAL                 9.18
***001           REGULAR WORK TIME       TOTAL                 9.18

   199           DATA PROC EQT CHG
    2200          DIST MAINT SUPRV 3
 EA/SUBJOB
  ACTIVITY
   OBJ DETL
    CHRG UNIT                                          TOTAL COST
      SF                                                 TO DATE
 C09832   011   NESTUCCA R(CLOVERDAL
  899             ACTIV NOT ON SRC DOC
   199             DATA PROC EQT CHG
    2200            DIST MAINT SUPRV 3

                      NO TITLE FOUND                          24.09

 ****2200           DIST MAINT SUPRV 3      TOTAL             24.09
 ***199            DATA PROC EQT CHG       TOTAL             24.09

   220             CONSUL ENG SVC
    2000            REGION 2

                      NO TITLE FOUND                     [redacted]

 ****2000           REGION 2                TOTAL        [redacted]
 ***220            CONSUL ENG SVC          TOTAL

   299             OBJ NOT ON SRC DOC
    2000            REGION 2

                      NO TITLE FOUND                     599,371.45

 ****2000           REGION 2                TOTAL        599,371.45
 ***299            OBJ NOT ON SRC DOC      TOTAL        599,371.45

   300             FORM CONTR CONSTR RT
    2200            DIST MAINT SUPRV 3

                      NO TITLE FOUND                     [redacted]

 ****2200           DIST MAINT SUPRV 3      TOTAL        [redacted]      4
 ***300            FORM CONTR CONSTR RT    TOTAL

   302             RETAIN ON CONTR OR A
    0521            BILLING SYSTEM

                      NO TITLE FOUND                         890.70

 ****0521           BILLING SYSTEM          TOTAL            890.70

    2000            REGION 2
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REPORT NO: FMRP930-1                                    OREGON DEPARTMENT OF TRANSPORTATION                          PAGE     13
RRN:          2002                                          FINANCIAL MANAGEMENT SYSTEM                              RUN 04/11/89 08:48
AGY: 02  RPT TYPE: AH                                  JOB COST SUMMARY FEDERAL AID PROJECT

 EA/SUBJOB
  ACTIVITY
   OBJ DETL
    CHRG UNIT                                                     TOTAL COST
     SF                                                            TO DATE
 C09832  011  NESTUCCA R(CLOVERDAL
  899          ACTIV NOT ON SRC DOC
   302          RETAIN ON CONTR OR A
    2000         REGION 2

                  NO TITLE FOUND                                      890.70-

****2000         REGION 2               TOTAL                         890.70-

    2200         DIST MAINT SUPRV 3

****2200         DIST MAINT SUPRV 3     TOTAL                            .00
***302          RETAIN ON CONTR OR A    TOTAL                            .00

   336          RR OR UTIL RELOC OR
    2041         UTILITIES-REGION 2

                  NO TITLE FOUND                                 [redacted]
     SF01         ST FORCE ORDER NO.1

****2041         UTILITIES-REGION 2     TOTAL                    [redacted]   4
***336          RR OR UTIL RELOC OR     TOTAL                                  ✓
**899          ACTIV NOT ON SRC DOC     TOTAL                     674,757.37

  900          PROJ ENG FLD OFC
   598          LUMP SUM ENG COST
    0523         BILLINGS AND REVENUE

                  NO TITLE FOUND                                    7,732.50-

****0523         BILLINGS AND REVENUE   TOTAL                       7,732.50-
***598          LUMP SUM ENG COST       TOTAL                       7,732.50-
**900          PROJ ENG FLD OFC         TOTAL                       7,732.50-

  901          PROJ ENG CONSUL
   001          REGULAR WORK TIME
    0521         BILLING SYSTEM

                  NO TITLE FOUND                                       34.96

****0521         BILLING SYSTEM         TOTAL                          34.96
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 EA/SUBJOB
  ACTIVITY
   OBJ DETL
    CHRG UNIT                                            TOTAL COST
     SF                                                   TO DATE
 C09832  011  NESTUCCA R(CLOVERDAL
  901           PROJ ENG CONSUL
   001           REGULAR WORK TIME
    0521          BILLING SYSTEM

***001           REGULAR WORK TIME          TOTAL              34.96
**901           PROJ ENG CONSUL            TOTAL              [redacted]

  990           PROJECT ENGR-OTHER
   001           REGULAR WORK TIME
    0515          SPECIAL PAYMENTS

                   NO TITLE FOUND                               9.18

****0515          SPECIAL PAYMENTS          TOTAL               9.18

    0521          BILLING SYSTEM

                   NO TITLE FOUND                               8.74

****0521          BILLING SYSTEM            TOTAL               8.74
***001           REGULAR WORK TIME          TOTAL              17.92
**990           PROJECT ENGR-OTHER         TOTAL              17.92
*C09832  011  NESTUCCA R(CLOVERDAL         TOTAL         669,322.29

 GRAND TOTAL                                             690,805.88
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9832

9832

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Tillamook	DIVISION Oregon
DATE OF REPORT NOV 10 '87	REPORT MADE BY 11-10-87 C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-2900(6)
COMPLETION DATE (Actual) 01-28-86	ACCEPTANCE DATE BY CONRTACT AGENCY 08-14-87	TIME ELAPSED 137 %	CONTRACT TIME 220 CD

LOCATION
Nestucca River (Cloverdale) Bridge Section of Woods-Cloverdale Road at Cloverdale.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of roadbed grading, aggregate base and asphalt concrete pavement.

   B. Construction of Bridge No. 11315A over the Nestucca River.
   Length: 298 feet Roadway Width: 32.0 feet

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Auburn Construction Co.

3. Contract Amount: $577,691.70

NOTED
W. E. SCHWARTZ

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C.O. Fredrickson

Title Construction Engineer

RECEIVED
STATE HWY ENGR
DEC 4 '87
REFER TO Fredrickson
FOR

Info	Answer	R/D	D/R	Sign	Act	File

cy 12/7

FHWA FINAL 1/15/87

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter		SIGNATURE	
TITLE Area Engineer	DATE 12/2/87	TITLE District Engineer A	DATE 12/2/87

FORM FHWA 1446B
(Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9832

October 14, 1987

United Pacific Insurance Company
33405 8th Avenue S., C-3000
Federal Way, WA 98003

CON 5 - #9832

On August 20, 1987, we wrote to you concerning release of final payment on Contract No. 9832 awarded to Auburn Construction Co. for work on the Nestucca River (Cloverdale) Section in Tillamook County.

Final payment on this contract is $2,500.00 and the total contract amount is $577,691.70. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Auburn Construction Co.
P.O. Box 676
Wilsonville, OR 97070

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

9832

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9832

TO: Commission Services

DATE: August 14, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9832 , On Site Work Substantially Completed January 28, 1986
All Work Completed	January 20, 1987
Project	Nestucca River (Cloverdale) Bridge
Highway	Woods-Cloverdale Road
County	Tillamook
Type of Work	Grading, Paving & Structure
Contractor	Auburn Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8-20-87 - Surety letter written.

RECEIVED
AUG 19 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9832

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

June 4, 1987

In Reply Refer To
File No.:

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 4 1987
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Mr. Jon Oshel
Director of Public Works
Tillamook County
503 Marolf Loop
Tillamook, OR 97141

SUBJECT: Nestucca River (Cloverdale) Bridge

Dear Mr. Oshel:

We have reviewed your request to credit Tillamook County the $9,112.50 assessed the contractor for liquidated damages on the Cloverdale Bridge project. Liquidated damages are funds that will be withheld from the Contractor and, consequently, will reduce the overall cost of the project.

Please review the following cost breakdown:

Contractor's bid	$557,265
Cost overruns of project to date	$51,094
Less liquidated damages	($9,112)
Payment to Contractor	$599,247

The County's portion of the project is based on the final payment to the Contractor. Therefore, the County will realize a credit for 20 percent of the liquidated damages and, yes, the Federal Highway Administration will realize a reduction in project costs due to 80 percent of the liquidated damages. No other adjustments due to the liquidated damages are anticipated.

I am also returning Amendment No. 2 unsigned, because the construction engineering costs have already exceeded the 15 percent Federal limitation. As you know, the County is 100 percent responsible for any construction engineering costs above the 15 percent limitation. Therefore, it seems unnecessary for the Highway Division to enter an amendment that we would not participate in.

If you have any questions concerning any of the above information, please call.

Sincerely,

Richard T. Sjolander
REGION FEDERAL AID SPECIALIST

RTS:drn

enclosures

bc: Mike Shultz
Jeff Swanstrom
File

0603d8

9832

HIGHWAY DIVISION

PRO

Rick Sjolander
Region 2 Fed. Aid Specialist

May 28, 1987

Mike Shultz, Rural Prog. Coord.
Program Section

Nestucca River (Cloverdale) Bridge
Increase in Consultant Charge
Project No. BRS-2900(6)

Cost on this project break down as follows:

Contractor's Bid	$557,265.00
Cost Over Runs of Project to Date	51,094.00
Less Liquidated Damage	(9,112.00)
Payment to Contractor	$599,247.00
15% for Engineering Cost	$ 89,887.00

Original Consultant Agreement for Construction Work	$ 65,000.00	12-8-83
Increased by $24,070, "Amendment #1"	89,070.00	6-10-85

We will not concur in the County request to increase the consultant fee to $93,780. They have already exceeded the 15% federal limitation construction engineering if we include the $3,400 in state engineering cost to date on this project.

Tillamook County does receive a benefit from liquidated damage. They do not pay the 20% match on $9,112 but receive the total produce. This match amounts to $1,822.

We are returning Construction Amendment No. 2 with this letter.

MKS:me
Encl.

9832

503 Marolf Loop
Tillamook OR 97141
(503)842-3419

Tillamook County
Land of Cheese, Trees and Ocean Breeze

Jon A. Oshel, P.E.
Director of Public
Works

PUBLIC WORKS DEPARTMENT

May 8, 1987

Richard T. Sjolander
Region II Federal Aid Specialist
Oregon State Highway Division
P.O. Box 14030
Salem, Oregon, 97310

RE: Nestucca River (Cloverdale) Bridge Project

Dear Rick:

My understanding is that the final contractor construction contract payment for this project was $586,804.20, less $9,112.50 in liquidated damages for a reduced total of $577,691.70.

I feel the $9,112.50 in liquidated damages should be allocated to Tillamook County as additional County match money, since all damages and expenses caused by the extended contract time are to be paid at Tillamook County expense.

My understanding of the method of allocating construction engineering expenses is as follows:

1. The total allowable federal aid money available for construction engineering is 15% of the reduced contract total. (15% X $577,691.70 = $86,643.76)
2. Of this $86,643.76, the Oregon State Highway Department is allocated payment for ALL of it's construction engineering costs. (Estimated $4000 to $5000)
3. Any of the $86,643.76 remaining after the OSHD payment is allocated to Tillamook County for payment of it's engineering costs.
4. Any additional engineering costs are paid with 100% Tillamook County money.

The FHWA suffered no damages due to the extended contract time. The OSHD will be reimbursed for all of their costs, so they will suffer no damages due to the extended contract time. Since

REGION 2 OFFICE
RECEIVED
RLO MAY 11 1987 RQS
RE RCE RME ROM
RTS RLS RPC RFS
RUS RG RSR

neither the FHWA nor the OSHD are suffering any damages, they should not benefit from the liquidated damages.

Tillamook County does suffer damages due to the extended contract time. The County's consultant engineer had to work on the project for a longer period of time. Tillamook County has to reimburse the consultant for this extra work.

I will appreciate your consideration in this matter. If you have any questions or comments, please let me know.

Yours truly,

Jon A. Oshel, P.E.
Director of Public Works

JAO/ial

CC: BOC

9832

N

March 12, 1987

CON 5 - #9832

Oceanlake Ready-Mix Co.
2300 SE Hwy. 101
Lincoln City, OR 97367

Attention: Marilyn J. Pratt
Office Manager

We have received a copy of your letter dated March 4, 1987, addressed to United Pacific Insurance Co. filing a claim against the following Highway Division contract:

FILED BY:	Oceanlake Ready-Mix Co.
AMOUNT:	$17,261.76
FOR:	Material, labor & equipment
AGAINST (PRIME CONTRACTOR):	Auburn Construction Co.
CONTRACT NO.:	9832
PROJECT:	Nestucca River (Cloverdale) Bridge Section, Woods Cloverdale Road, Tillamook County
SURETY:	United Pacific Insurance Company

Under Oregon law, you will need to file this claim direct with the Secretary of State and the contractor. The Secretary of State's address is 143 Capitol Building, Salem OR 97310.

Please advise this office when your claim has been paid. For your information, attached is a copy of the law, which outlines the filing procedure.

Fran Neavoll
COMMISSION SERVICES

Attachment

cc: Auburn Construction Co.
P.O. Box 676
Wilsonville, OR 97070

United Pacific Insurance Company
33405 8th Avenue S., C-3000
Federal Way, WA 98003

NOTED ON CARD
3-12-87cc

bc: Bryant Jackmond FKN:cc

CEANLAKE SAND AND GRAVEL CO.
2300 SE HWY 101, LINCOLN CITY, OREGON 97367
PHONE 994-3621

3-4-87

United Pacific Insurance Co.
33405 8th Ave. South C-3000
Federal Way, WA 98003

Re: Bond # U-546163
Auburn Construction Co.
Oregon State Transportation Division
Contract #9832
Nestucca River (Cloverdale) Bridge Section
Woods—Cloverdale Road, County Road #885

We are filing a claim against Bond # U-546163 in the amount of $17,261.76 for materials, labor and equipment furnished for the above project.

Attached is our letter of January 28, 1987 to Auburn Construction Co. outlining the monies due. Since payment was not received we have added the $2380.25 concrete discount taken but not allowed.

Sincerely
Oceanlake Ready-Mix Co.
Marilyn J. Pratt
by Marilyn J. Pratt
Office Manager

cc: OBEC Consulting Engineers
244 Country Club Road
Eugene, OR 97401

cc: Robert Gormsen, Manager
Commission Services
Oregon Dept. of Transportation
Transportation Building
Salem, OR

cc: Auburn Construction Co.
P. O. Box 676
Wilsonville, OR

cc: Tillamook County Board of Commissioners
Tillamook County Courthouse
Tillamook, OR 97141

cc: Oregon Secretary of State
Capital Building
Salem, OR

MJP:cc

RECEIVED
MAR 5 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CEANLAKE SAND AND GRAVEL CO.
2300 SE HWY 101, LINCOLN CITY, OREGON 97367
PHONE 994-3621

January 28, 1987

Auburn Construction Company
P. O. Box 676
Wilsonville, Oregon

Re: Cloverdale/Nestucca River Bridge Project

Steve:

We have reviewed your account and the following items are still due and owing:

Contract	$ 515.00
Price agreement #4	3,641.52
10 yards 3/4-0	139.00
Widen detour (force account)	234.66
Paving under traffic (force account)	2,916.78
Paving approaches to detour	369.69
Service charges	3,544.86
Barricades and traffic control (Used during completion of price agreement #5)	400.00
Liquidated damages deducted from contract Items	3,150.00
Total	$14,881.51

The force accounts items were sent to you May 19, 1986. We have agreed to allow the concrete discounts only if the above items are paid in full within twenty (20) days from receipt of this letter.

Sincerely,

Oceanlake Ready Mix Co.

Marilyn J Pratt

By Marilyn J. Pratt
Office Manager

RECEIVED
MAR 5 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9732

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-80	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3-5-87	County Tillamook
MODIFICATION NUMBER 2		Project Number BROS-2900(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 19, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 670,298.00	$ 693,158.00
Federal funds	$ 536,238.00	$ 554,526.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of [illegible], 19[illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XX~~X For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOr: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon February 23, 1987

Federal-Aid Project No. BROS-2900(6)

Nestucca River (Cloverdale) Bridge Section
Woods-Cloverdale County Road
Tillamook County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure #11315A (Sta. 0+26 to Sta. 6+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cost of Builders Risk Insurance (P.A. #1)	---	---	---	---	$ 6,250.00
Added Catch Basin & Culvert Pipe (PA #4A)	---	---	---	---	3,890.00
Bent 6 Relocation (PA #6B)	---	---	---	---	1,532.47
Time Extension (Adj. #4A)	---	---	---	---	2,587.50
					$14,289.97

Increase	$ 14,289.97
Subtotal from Estimate of October 9, 1986	594,067.40
Subtotal	$608,357.37
Engineering	84,800.63
Total	$693,158.00

Length of Structure ----------------- 0.056 mile

Federal Funds (80%)	$554,526.00
County Funds	138,632.00
TOTAL	$693,158.00

Group 1 = 100%
Contract No. 9832
Prefix: 119-1988 (PE)
Prefix: C09832
Appn Code: 114

RLC:me

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 10-540	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Tillamook
PROJECT REPORT NUMBER	10-27-86	Project Number BROS-2900(6)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 19, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 632,492	$ 670,298
Federal funds	$ 505,993	$ 536,238
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of OCT, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon October 9, 1986

Federal-Aid Project No. BROS-2900(6)

NESTUCCA RIVER (CLOVERDALE) BRIDGE SECTION
WOODS-CLOVERDALE COUNTY ROAD
TILLAMOOK COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X08i
STRUCTURE #11315A (Sta. 0+26 to Sta. 6+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
1"-0 Aggregate Base	$ 10.00	1,070	$10,700.00	1,220	$12,200.00
Furnish HP 14x102 Steel Piling	39.00	275	10,725.00	303	11,817.00
Furnish HP 14x 102 Steel Test Piling	32.00	165	5,280.00	183	5,856.00
Guardrail and Drainage Revisions	---	---	---	---	17,515.00
Time Extension	---	---	---	---	6,525.00
Claims for Bailey Br. Removal				100%	9,597.90
SUBTOTAL			$26,705.00		$63,510.40

Increase	$ 36,805.40
SUBTOTAL from Estimate of June 15, 1984	557,262.00
Subtotal	$594,067.40
Engineering	76,230.60
Total	$670,298.00

Length of Structure ---------------- 0.056 mile

Federal Funds (80%) ----------------- $536,238.00
County Funds ------------------------ 134,060.00
TOTAL $670,298.00

Group 1: 100%
Contract No. 9832
Prefix: 119-1988 (PE)
Prefix: C09832
Appn Code: 114

RLC:pf

9832

DIVISION FILE COPY

TO BE COMPLETED BY FHWA 6-362	U.S. Department of Transportation **Federal Highway Administration** **FEDERAL-AID PROJECT AGREEMENT**	**STATE** Oregon **COUNTY** Tillamook **PROJECT NO.** BROS-2900(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Nestucca River (Cloverdale Rd.) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-2-84	0.056

OTHER *(Specify)*

FUNDS Pro-rata 80%

ESTIMATED TOTAL COST OF PROJECT $ 632,492	**FEDERAL FUNDS** $ 505,993

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUN 19 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 15, 1984

FEDERAL AID PROJECT NO. BROS-2900(6)

NESTUCCA RIVER (CLOVERDALE) BRIDGE SECTION
WOODS-CLOVERDALE COUNTY ROAD
TILLAMOOK COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE #11315A (Sta. 0+26 to Sta. 6+00)

Mobilization	All	--	Required	$ 49,000.00
Temporary Protection and Direction of Traffic	All	--	Required	1,330.00
Temporary Signs	Sq. Ft.	247	5.00	1,235.00
Temporary Guard Rail Type 1, Reflectorized	Lin. Ft.	119	9.00	1,071.00
Temporary Guard Rail, Type 2A	Lin. Ft.	150	10.00	1,500.00
Temporary Rail End Pieces, Type C	Each	4	50.00	200.00
Temporary Type 1 Fence	Lin. Ft.	770	2.80	2,156.00
Temporary Traffic Signal, Installation	Each	2	200.00	400.00
Flagmen	Hour	50	6.00	300.00
Temporary Delineators, Type 3	Each	48	20.00	960.00
Detour Structure and Roadway	All	--	Required	62,410.00
Clearing and Grubbing	All	--	Required	200.00
Removal of Structures and Obstructions	All	--	Required	100.00
General Excavation	Cu. Yd.	550	4.70	2,585.00
1"-0 Aggregate Base	Ton	1,070	10.00	10,700.00
Class "C" Asphalt Concrete	Ton	230	45.20	10,396.00
18-inch Culvert Pipe	Lin. Ft.	109	17.00	1,853.00
Concrete Inlets, Type G-1	Each	2	450.00	900.00
Guard Rail, Type 2A	Lin. Ft.	56	20.00	1,120.00
Guard Rail, Type 3	Lin. Ft.	100	28.00	2,800.00
Guard Rail Anchors, Type 1	Each	3	350.00	1,050.00
Rail End Pieces, Type A	Each	2	45.00	90.00
Rail End Pieces, Type C	Each	4	75.00	300.00
Rail End Pieces, Terminal Connector	Each	2	40.00	80.00
Type 1 Fence	Lin. Ft.	688	3.00	2,064.00
Drainage Curbs	Lin. Ft.	84	7.00	588.00
Rock Gabions	Cu. Yd.	29	80.00	2,320.00
Bridge Removal Work	All	--	Required	5,530.00

Shoring, Cribbing, Etc.	All	--	Required	12,100.00
Structure Excavation	Cu. Yd.	70	12.00	840.00
Special Wall Backfill	Cu. Yd.	20	15.00	300.00
Furnish Pile Driving Equipment	All	--	Required	100,000.00
Furnish 20-inch Prestressed Concrete Piling	Lin. Ft.	800	34.63	27,704.00
Furnish 24-inch Prestressed Concrete Piling	Lin. Ft.	550	42.50	23,375.00
Furnish HP10x42 Steel Piling	Lin. Ft.	840	13.00	10,920.00
Furnish HP14x102 Steel Piling	Lin. Ft.	275	39.00	10,725.00
Furnish HP14x117 Steel Piling	Lin. Ft.	200	40.80	8,160.00
Furnish HP14x102 Steel Test Piling	Lin. Ft.	165	32.00	5,280.00
Drive 20-inch Concrete Piles	Lin. Ft.	1,075	1.00	1,075.00
Drive 24-inch Concrete Piles	Lin. Ft.	750	1.00	750.00
Drive HP10x42 Steel Piles	Lin. Ft.	840	1.00	840.00
Drive Test Piles	Lin. Ft.	165	1.00	165.00
Structural Concrete, Class 3300 (67 C.Y.)	All	--	Required	17,327.00
Structural Concrete, Class 4500 (620 C.Y.)	All	--	Required	84,943.00
85'/90' Type III Prestressed Beams	Each	5	7,604.00	38,020.00
Reinforcement (139,330 lbs.)	All	--	Required	40,000.00
				$ 545,762.00

ANTICIPATED ITEMS

Temporary Erosion Control	All	--	Required	$ 1,000.00
Tillamook People's Utility District	All	--	Required	5,000.00
United Telephone Co. of the N.W.	All	--	Required	5,500.00
				$ 11,500.00
			Subtotal	$ 557,262.00
			Engineering	75,230.00
			TOTAL	$ 632,492.00

Length of Structure ------------------ 0.056 mile

Federal Funds (80%)	$ 505,993.00
County Funds	126,499.00
TOTAL	$ 632,492.00

Group 1: 100%
Contract No. 9832
Prefix: 229-1988 P.E.
229-1019

WH:me

9832

Con 9832

CEANLAKE SAND AND GRAVEL CO.
2300 SE HWY 101, LINCOLN CITY, OREGON 97367
PHONE 994-3621

January 28, 1987

Auburn Construction Company
P. O. Box 676
Wilsonville, Oregon

Re: Cloverdale/Nestucca River Bridge Project

Steve:

We have reviewed your account and the following items are still due and owing:

Contract	$ 515.00
Price agreement #4	3,641.52
10 yards 3/4-0	139.00
Widen detour (force account)	234.66
Paving under traffic (force account)	2,916.78
Paving approaches to detour	369.69
Service charges	3,544.86
Barricades and traffic control (Used during completion of price agreement #5)	400.00
Liquidated damages deducted from contract Items	3,150.00
Total	$14,881.51

The force accounts items were sent to you May 19, 1986. We have agreed to allow the concrete discounts only if the above items are paid in full within twenty (20) days from receipt of this letter.

Sincerely,

Oceanlake Ready Mix Co.

Marilyn J Pratt

By Marilyn J. Pratt
Office Manager

RECEIVED
FEB -3 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. rec. fr

CEANLAKE SAND AND GRAVEL CO.
2300 SE HWY 101, LINCOLN CITY, OREGON 97367
PHONE 994-3621

cc: OBEC Consulting Engineers
244 Country Club Road
Eugene, Oregon 97401

cc: Robert Gormsen, Manager
Commission Services
Oregon Dept. of Transporation
Transportation Building
Salem, Oregon

cc: United Pacific Insurance Co.
Bond #U-546163
33405 8th Avenue South C-3000
Federal Way, Washington 98003

cc: Tillamook County Board of Commissioners
Tillamook County Courthouse
Tillamook, Oregon 97141

RECEIVED
FEB -3 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9832

December 18, 1986

Auburn Construction Co.
P. O. Box 676
Wilsonville, OR 97070

CON 5
9832

Re: Time Extension Request
Nestucca River (Cloverdale) Bridge
Contract No. 9832
FAP No. BROS-2900(6)

Your second request for additional contract time in which to complete the above project has been reviewed. You have requested an additional nine (9) calendar days due to the earthwork delay resulting from leaving the detour in place over the winter, and an additional two and one-half (2-1/2) calendar days due to the time required to relocate Bent No. 6.

Our review indicates that the grading work was delayed by the requested nine (9) calendar days due to leaving the detour in place over the winter and that amount of additional time is granted.

Our letter of April 2, 1986, granted you one (1) additional calendar day for the relocation of Bent No. 6. A review of project records indicates that this delay day granted was Friday, November 9, 1984, and that you did not resume contract work until noon, Monday, November 12, a delay of three and one-half (3-1/2) calendar days. One (1) additional calendar day was previously granted and the remaining two and one-half (2-1/2) calendar days are granted at this time.

In summary, a contract time adjustment of an additional 11-1/2 calendar days is granted due to earthwork delay and due to the change in location of Bent No. 6. There remains 40-1/2 calendar days of liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
William Anhorn w/att.
Jeff Swanstrom w/att.
Jerry Bishop, OBEC w/att.
FHWA Bruce Walton w/att.

OBEC CONSULTING ENGINEERS

November 25, 1986

12-17-86

W. E. Schwartz—

I concur with Region and Project Manager and recommend a time extension of 11½ C.D.

Mr. Jeff Swanstrom
Region 2 Liaison Specialist
P. O. Box 14030
Salem, OR 97310

Re: Nestucca River (Cloverdale) Bridge
Contract 09832
OBEC Job No. 97-26

Dear Sir:

Enclosed is a Contractor's Request for Adjustment of Contract Time from Auburn Construction Co. in which they request 9 additional days to complete the project due to the fact that the new roadway and detour roadway overlapped and the grading subcontractor could not perform his work as originally bid.

If they had not been required to leave the detour in place beyond 11-09-84, the grading subcontractor could have began his work prior to 03-19-85 when they were allowed to remove the detour. Since the grading work took a total of 9 days (03-19- thru 03-25 and 04-4 and 5) we agree with Auburn Construction's request and hereby recommend they be granted the additional 9 days which they have requested.

Agree. This was as discussed in meeting. This could have been handled differently, but OBEC directed contractor.

In addition, they have requested an additional 2 1/2 days for delays encountered when it became necessary to shift Bent 6 three feet ± "back" on station. Auburn has already been given 1 additional day for Friday, 11-09-84. Due to an administrative oversight, they should have been granted 2 days additional for the weekend (11-10 and 11), and 1/2 day on Monday 11-12 since they were not able to resume work until approximately noon on Monday. We therefore recommend that Auburn be granted the additional 2 1/2 days which they have requested.

Agree. contractor was willing to work.

consent of surety previously submitted to Construction Office.

Very truly yours,

Jerry E. Bishop

Jerry E. Bishop, P.E.
Chief Construction Engineer

JEB/cam

CC: Auburn Construction
Jon Oshel

cc: Construction Engr. w/original order and attachments described above.
Approval is recommended.
Remarks 12/5/86

Kenneth E Husby
REGION II CONSTRUCTION ENGINEER

CE ___ CAE ___ RECEIVED SPC ___ TC ___
COE ___ OM ___
OE ___ DEC 8 1986
CA ___

CEANLAKE SAND AND GRAVEL CO.
2300 SE HWY 101, LINCOLN CITY, OREGON 97367
PHONE 994-3621

September 10, 1986

Auburn Construction Co.
P.O. Box 676
Wilsonville, Oregon 97070

RE: Nestucca River (Cloverdale Bridge) Section
OSHD Contract #9832

Steve:

We have been most patient trying to resolve this matter. However, if we do not receive payment in full within ten days we will place this with our attorney for collection and file a claim against your bond.

Sincerely,
Oceanlake Sand & Gravel

Marilyn J Pratt

by Marilyn J. Pratt
Office Manager

MJP:el

cc: Obec Consulting Engineers
244 Country Club Road
Eugene, Oregon 97401

cc: Robert Gormsen, Manager
Commission Services
Oregon Dept. of Transportation
Transportation Building
Salem, Oregon

cc: United Pacific Insurance Co.
Bond #U-546163
33405 8th Avenue South C-3000
Federal Way, Washington 98003

cc: Tillamook County Board of Commissioners
Tillamook County Courthouse
Tillamook, Oregon 97141

RECEIVED
SEP 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: May 8, 1986

In Reply Refer to
File No.:

CON 5
9832

TO: Oregon Transportation Commission

AGENDA
MAY 20 1986
1A-9(a)

FROM: Larry Rulien
for State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Nestucca River (Cloverdale) Bridge Section
Woods-Cloverdale Rd. #885, Tillamook County
Contract No. 9832

This federal-aid bridge replacement project has been completed and it is now apparent that the final cost will exceed the project authorization by $39,500 or 6.2 percent.

The principle reasons for the overruns are as follows:

> The pipe bedding material required to construct the project overran, adding approximately $1,500 to the cost.
>
> When the test pile at bent 6 was driven, the tip elevation was deeper than the test boring, thus requiring the piles to be lengthened, and adding $1,090 to the cost of the project.
>
> Insurance on the Bailey Bridge was necessary to protect the detour structure from flood damage. The bridge was left in place, at the request of the State, beyond the specified date for public use until the new structure was opened in March 1985, entitling the contractor to additional compensation. This change will add approximately $6,250 to the cost of the project.
>
> Additional drainage pipe was necessary for erosion control and to carry water away from the bridge deck. Guardrail at the north end of the bridge was extended to comply with current standards. The fills were widened and additional drainage work was also needed to divert water from adjacent businesses. The additional drainage and guardrail work added more than $17,500 to the cost of the project.
>
> The contractor was required to leave the Bailey Bridge in place beyond the specified date; the State then agreed to cover the remobilization costs for the contractor's unscheduled trip back

to the site. A plan change was needed when the contractor was driving piling, and standby time was necessary while bent no. 6 was relocated. The remobilization and bent relocation added more than $11,130 to the cost of the project.

The balance of the overrun is attributable to increased construction engineering on the project. On-site engineering services were provided by a consulting firm by agreement with Tillamook County. Some engineering costs were also incurred by State forces in monitoring and liaison work on the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $39,500 to a new total of $671,992.37. This matter will be on the consent calendar for the May 20 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
W. G. Anhorn
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: May 8, 1986

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Nestucca River (Cloverdale) Bridge Section
Woods-Cloverdale Rd. #885, Tillamook County
Contract No. 9832

This federal-aid bridge replacement project has been completed and it is now apparent that the final cost will exceed the project authorization by $39,500 or 6.2 percent.

The principle reasons for the overruns are as follows:

> The pipe bedding material required to construct the project overran, adding approximately $1,500 to the cost.
>
> When the test pile at bent 6 was driven, the tip elevation was deeper than the test boring, thus requiring the piles to be lengthened, and adding $1,090 to the cost of the project.
>
> Insurance on the Bailey Bridge was necessary to protect the detour structure from flood damage. The bridge was left in place, at the request of the State, beyond the specified date for public use until the new structure was opened in March 1985, entitling the contractor to additional compensation. This change will add approximately $6,250 to the cost of the project.
>
> Additional drainage pipe was necessary for erosion control and to carry water away from the bridge deck. Guardrail at the north end of the bridge was extended to comply with current standards. The fills were widened and additional drainage work was also needed to divert water from adjacent businesses. The additional drainage and guardrail work added more than $17,500 to the cost of the project.
>
> The contractor was required to leave the Bailey Bridge in place beyond the specified date; the State then agreed to cover the remobilization costs for the contractor's unscheduled trip back to the site. A plan change was needed when the contractor was driving piling, and standby time was necessary while bent no. 6 was relocated. The remobilization and bent relocation added more than $11,130 to the cost of the project.

The balance of the overrun is attributable to increased construction engineering on the project. On-site engineering services were provided by a consulting firm by agreement with Tillamook County. Some engineering costs were also incurred by State forces in monitoring and liaison work on the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $39,500. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: W. G. Anhorn
Jeff Swanstrom
B. M. Walton
D. L. Trout

April 2, 1986

Auburn Construction Co.
10630 S.W. Tonquin Loop Road
Sherwood, OR 97140

CON 5

Time Extension Request
Nestucca River (Cloverdale) Bridge
Contract No. 9832
FAP No. BROS-2900(6)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

A contract time adjustment of an additional two calendar days is granted to provide for the mobilization necessary to remove the temporary bridge which was left in place longer than anticipated by the contract.

The changed location of Bent No. 6 warrants one additional calendar day of contract time, and that amount is granted.

Work performed under Order for Extra Work No. 3 warrants one additional calendar day of contract time, and that amount is granted.

The additional pipe and rip rap installed at Bents 1 and 7 warrant two additional calendar days of contract time and that amount is granted.

The work performed under Price Agreement No. 5 required 23 calendar days. A contract time adjustment of an additional 23 calendar days is granted for this reason.

In summary, a contract time adjustment of an additional 29 calendar days is granted for the above stated reasons. There remain 52 calendar days of liquidated damages under this contract. Should you wish further review of this matter, please contact Project Manager Gary Gilliam.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

bc C. O. Fredrickson
Bill Anhorn w/att.
OBEC w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

DATE: 03-04-86

CE ...... CAE ✓
COE ...... OM ......
OE ......
CA ......
CAM ......
EEO ......

RECEIVED
MAR 0 4 1986
CONSTRUCTION SECTION

SPC ...... TC ......
SA ...... CC ......
FE ...... CP ......
PQC ......
QCS ......
FILE ......

SUBJECT: Nestucca River (Cloverdale) Bridge
Woods-Cloverdale Rd., Co. #885
BROS-2900(6)
Contract No. 9832

On May 28, 1985, the contractor submitted through OBEC a request for adjustment of contract time. On August 29, 1985, Gary Gilliam, OBEC Project Manager, notified the contractor (Auburn Construction Company) that their request must be submitted on the proper forms and accompanied with a consent of surety.

Auburn Construction resubmitted their request for a time extension on October 30, 1985. Region was unable to analyze the request because of additional information needed from the contractor, such as specific dates covering the time extension request, and specific number of days requested for each work item affecting the detour bridge removal.

Also, we elected to wait until Price Agreement No. 5 was completed so that we could add the time charged to this corrective work to the time extension request. Price Agreement No. 5 was to rectify a design error on the plans. Since no time constraints were included in the Price Agreement, time was charged to assure the work was performed quickly and in an orderly manner.

The contractor had originally constructed the guardrail at the structure ends according to the plans which were in error. OBEC was then instructed to have the contractor change these items to current ODOT and FHWA standards. I recommend we allow 23 additional calendar days for the corrective work performed under P. A. No. 5 because this work was performed at the direction of OSHD and the FHWA.

23

Other items not anticipated which affected contract time included:

Detour Bridge - Removal and Method
Wednesday, March 19, 1985: Contractor loaded out crane; traveled to job site and assembled and moved crane into position. One day.

3-26-86
W. E. Schwartz -
I concur with Region and recommend a 29 C.D. time extension.
O. B. Jackmond

Thursday, March 20, 1985: Disassemble crane from operating condition; haul crane parts to Portland; load boom dollies; load out crane; travel crane to Portland. One day.

The contractor was directed to leave the Bailey Bridge in place 4 months and 11 days past the initial removal date--from November 9, 1984, to March 20, 1985. This affected the contractor's schedule and the scope of the removal work.

2 I recommend we allow 2 additional calendar days for remobilization of cranes to remove the temporary detour structure.

Bent #6 - Changed Location
Friday, November 9, 1984: The decision to shift Bent #6 was made on Friday afternoon by an OBEC designer and the piling were restaked Monday morning, November 11, 1984. OBEC concurs with the contractor that this decision delayed the pile driving operations. Therefore, I recommend 1 additional calendar day for this delay. 1

Pile Extension - Bent #2
Extra Work Order No. 3 was initiated to splice a 20" concrete piling at Bent No. 2. Two laborers, one carpenter, and one iron worker were needed for a total of 17 hours to perform the work.

Following is an overview of activities performed during the extra work:

> Contractor forming Bent 3 and 4 caps, cutting off piling at Bents 5 and 6, working on foundation preparation for setting false work towers on spans 4, 5 and 6. Contractor began working on Extra Work Order No. 3 after completing Bent 5 and 6 pile cutoffs. Pile driving concluded at Bent 2 and Extra Work Order No. 3 extended the contractor's work in this area.

1 I recommend 1 additional calendar day.

Pipe Drains and Riprap
March 8, 1985: Pipe was ordered by subcontractor. Gary Gilliam, OBEC Project Manager, was told material would arrive in one week to 10 days. During the time of this Price Agreement (No. 4), the structure had been poured. Crews began stripping formwork. The contractor (Auburn Construction Co.) was concerned with the grading to open the structure on time. Ocean Lake Sand & Gravel had to

abandon the approach work to install pipe and riprap at Bents No. 1 and 7. The subcontractor performed the work in two days. Therefore, I recommend 2 additional
2 calendar days for the work performed under Price Agreement No. 6.

On the contractor's revised request for the adjustment of contract time dated October 30, 1985, Steve Auer (Auburn Construction Co.) requested an adjustment of contract time of 169 calendar days. Region recommends an adjustment of 29 calendar days. There would remain 53 calendar days of liquidated damages.

Sincerely,

Ken Husby

Kenneth E. Husby
Region Construction Engineer

KEH:JS:jn

0224J4

CL 1986-0129

FILED
MAR 21 1986
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 17, 1986

IN REPLY REFER TO
FILE NO.: CON 5
#9832

Oceanlake Sand & Gravel Co.
2300 S.E. Hwy. 101
Lincoln City, OR 97367

Attention: Marilyn J. Pratt

We have received your letters of February 20, 1986, with documentation, filing a claim against the following Highway Division contract:

FILED BY:	Oceanlake Sand and Gravel Co.
AMOUNT:	$27,238.25
AGAINST (Prime contractor):	Auburn Construction Co.
CONTRACT NO.:	9832
PROJECT:	Nestucca River (Cloverdale) Bridge Section, Woods-Cloverdale Road, Tillamook County
SURETY:	United Pacific Insurance Company
AGENT:	Robert W. Lagler

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Auburn Construction Co.
P.O. Box 676
Wilsonville, OR 97070

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
825 N.E. Multnomah
Suite 300
Portland, OR 97232

NOTED ON CARD
APR 1

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

CEANLAKE SAND AND GRAVEL CO.
2300 SE HWY 101, LINCOLN CITY, OREGON 97367
PHONE 994-3621

February 20, 1986

United Pacific Insurance Co.
825 N.E. Multnomah, Suite 30
Portland, Oregon 97232

RE: Bond #U546163
Auburn Construction
OSHD Contract #9832

Gentlemen:

We performed work as a subcontractor and material supplier on the above project. We completed our work January 28, 1986.

We wish to file a claim against the bond for the amount owing.

Attached are copies of letters to Auburn Construction Co. and Oregon State Highway Division, and a copy of the subcontract.

Please advise if additional information is required.

Sincerely,
Oceanlake Sand & Gravel

Marilyn J. Pratt
by Marilyn J. Pratt
Office Manager

MJP:el
enc.
CC: Robert Gormsen, Manager
Commission Services
CC: Auburn Construction Co.
CC: Tillamook County Board of Commissioners

RECEIVED
FEB 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CEANLAKE SAND AND GRAVEL CO.
2300 SE HWY 101, LINCOLN CITY, OREGON 97367
PHONE 994-3621

February 20, 1986

Robert Gormsen, Manager
Commission Services
Oregon State Dept. of Transportation
121 Transportation Building
Salem, Oregon 97310

RE: Nestucca River (Cloverdale) Bridge
Project #9832
Prime Contractor: Auburn Construction

Mr. Gormsen:

We worked as a subcontractor and material supplier on the above project. We started work at the beginning of the project and completed the final work (Change Order - Guardrail and Drainage Revision) January 28, 1986. Attached is copy of subcontract agreement. Enclosed is a copy of letter sent to Auburn outlining amount owing.

Please advise if additional information is required.

Sincerely,
Oceanlake Sand & Gravel

Marilyn J. Pratt
by Marilyn J. Pratt
Office Manager

MJP:el

CC: Auburn Construction
CC: United Pacific Insurance Co.
CC: Tillamook County Board of Commissioners

RECEIVED
FEB 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CEANLAKE SAND AND GRAVEL CO.
2300 SE HWY 101, LINCOLN CITY, OREGON 97367
PHONE 994-3621

February 20, 1986

Auburn Construction Co.
P.O. Box 676
Wilsonville, Oregon 97070

RE: Cloverdale Bridge
Contract #9832

Steve:

The following is a recap of amount owing on the above project:

Contract & force account	$9,860.84
30 yd. gabion rock	355.50
10 yd. 3/4-0 (widen detour)	139.00
Pave temporary bridge approach	369.69
Concrete discount taken - not allowed	2,604.25
Change order (Guardrail & Drainage Revisions)	11,148.10
Service charges	2,760.87
	$27,238.25

Your immediate attention to this request will be appreciated.

Sincerely,
Oceanlake Sand & Gravel

Marilyn J. Pratt

by Marilyn J. Pratt
Office Manager

MJP:el

CC: Robert Gormsen, Manager
Commission Services
CC: United Pacific Insurance Co.
CC: Tillamook County Board of Commissioners

RECEIVED
FEB 21 1986
COMMISSION SERVICES
[illegible]

Name Oceanlake Sand & Gravel

S. C. No. 1

Address 2300 S.E. Hwy. 101
Lincoln City, Oregon 97367

SUBCONTRACT AGREEMENT

Job No.

Phone No. 994-3621

THIS AGREEMENT, made this 21 day of June 19 84, by and between Auburn Construction Co. called Contractor, and Oceanlake Sand & Gravel called Subcontractor.

WITNESSETH:

WHEREAS, Contractor has heretofore entered into a contract, hereinafter referred to as the general contract, dated June 12, 1984, with Oregon State Highway Division hereinafter called Owner, for the construction of Nestucca River Bridge Contract #9832 which contract by this reference, together with all the contract documents, including but not limited to the General and Special Conditions, with Provisions, Drawings, Specifications, and other contract documents, are incorporated and by this reference made a part hereof, as though set forth in full, and Subcontractor agrees to be bound to Contractor and Owner by the terms and provisions thereof; and

WHEREAS, Subcontractor hereby acknowledges that it is fully familiar with the terms and conditions of said general contract, including the said General and Special Conditions, Specifications, Drawings and other documents, and has further satisfied himself as to the nature and location of the work, the general and local conditions, including but not limited to those bearing upon transportation, disposal, handling and storage of materials, availability of labor, water, electric power, roads and uncertainties of weather, river stages or similar physical conditions at the site, the conformation of the ground, existing facilities and improvements, the character of equipment, and facilities needed preliminary to and during the prosecution of the work, and has further satisfied himself as to the hazards likely to arise from weather conditions and those inherent in the work; and

WHEREAS, the parties hereto are desirous of entering into a subcontract in which Subcontractor undertakes the performance of a part of the work to be done by Contractor under the General Contract, on the terms and conditions hereinafter stated and in accordance with the conditions of and subject to the same rigid and close inspection of the General Contract;

NOW, THEREFORE, in consideration of the covenants and agreements hereinafter contained and payments to be made as hereinafter provided, Contractor and Subcontractor do hereby mutually agree as follows:

I – PERFORMANCE OF WORK

Subcontractor shall furnish all materials, supplies and equipment, except as otherwise herein provided, and perform all labor required for the completion of said work in accordance with all the provisions of the General Contract and of the plans and specifications thereof, and to all Modifications, Change Orders or Price Agreements issued in connection therewith, all of which are by this reference made a part of this agreement. Said work shall be performed under the general direction and supervision of Contractor and Owner's representatives and shall be subject to the same strict and rigid inspection as set forth in the General Contract.

II – WORK AND PAYMENT

Subcontractor shall furnish and provide all necessary materials, tools, equipment and supplies necessary to perform the work and labor required under and by virtue of the principal contract in respect of the following described items set forth in the principal contract, and to accept as full compensation for doing all of said work and furnishing all of said materials, supplies, etc., accepted and paid for by Owner, and for all loss or damage arising out of the nature of the work aforesaid, from the action of the elements, from any unforeseen difficulties or obstructions which may arise until its acceptance by the Owner, and for all risks of every description connected with the work, payment at the following unit prices.

SCHEDULE OF SUBCONTRACT, APPROXIMATE QUANTITIES AND UNIT PRICES

Item No.	Description	Approx. Quantity	Unit Price	Approx. Amount
9.	Flagging (Partial)	20Hrs.	6.00	120.00
11.	Detour Structure & Roadway (Partial)	L.S.		20,630.00
	*Earthwork, grading, base, excluding structure			
14.	General Excavation	550 C.Y.	4.70	2,585.00
15.	1"Aggregate Base	1070 Ton	9.90	10,593.00
16.	Class C Asphalt	230 Ton	45.20	10,396.00
17.	18" Culvert Pipe	109 L.F.	17.00	1,853.00
18.	Concrete Inlets, Type G-1	2 Ea.	450.00	900.00
26.	Drainage Curbs	84 L.F.	7.00	588.00
30.	Structure Excavation	70.C.Y.	12.00	840.00
31.	Special Wall Backfill	20 C.Y.	12.00	240.00
	Total Est. Contract Amount			$48,745.00

RECEIVED

[illegible]

III — COMMENCEMENT AND COMPLETION OF WORK

Subcontractor does hereby agree, within Seven calendar days after being notified by Contractor so to do, to commence in the field at such points as Contractor may designate, the work to be done hereunder, and to continue diligently in the performance thereof thereafter and to fully complete all of said work to the satisfaction of Contractor and Owner within Contractor Schedule calendar days.

IV — BASIS AND PAYMENT

Payment will be made to Subcontractor for work actually performed and completed, as measured and certified to by Owner's engineer, at the prices specified, which shall be accepted by Subcontractor as full compensation for furnishing all material and for doing all work contemplated and embraced in this agreement; also for all loss and damage arising out of the nature of the work aforesaid, and for all risks of every description connected with the said work; also for all expense incurred by Subcontractor by or in consequence of the suspension or discontinuance of the work.

The determination of the quantities of work performed and to be paid for made by Owner's engineers shall be binding and conclusive. No compensation shall be paid Subcontractor for work not approved and accepted by Owner and Subcontractor will make no claim against Contractor based on any estimates or calculations other than those made by Owner and for which payment has been made by Owner-Contractor.

Partial payments will be made to the Subcontractor at such periods as are made by Owner to Contractor and in an amount equal to 95% per cent of the value, computed on the basis of the prices set forth above, of the quantity, as estimated by the architect or engineer, of the work performed hereunder, less the aggregate of previous payments, but such partial payments shall not become due to the Subcontractor until ten (10) days after Contractor received payment from the Owner. No partial payment to Subcontractor shall operate as an approval or acceptance of work done or materials furnished.

Upon complete performance of the subcontract, and final approval and acceptance of Subcontractor's work and materials by the Owner, Contractor will make final payment to the Subcontractor of the balance due him under this subcontract within Seven days after full payment of such work and materials has been received by Contractor from Owner. If, prior to final payment, Owner reduces the amount of retainage withheld from Contractor, Contractor may, in its sole discretion, with consent of Subcontractor's surety, reduce accordingly the percentage withheld from Subcontractor. Contractor may deduct from any moneys due or to become due to Subcontractor any sum or sums owed by Subcontractor to Contractor. In the event of any breach by Subcontractor of any provision or obligation of this subcontract, or in the event of the assertion by other parties of any claim or lien against Contractor, or the premises, arising out of Subcontractor's performance, Contractor shall have the right to retain out of any payments due or to become due an amount sufficient to completely protect Contractor from any and all loss, damage or expense until the situation has been satisfactorily remedied or adjusted by Subcontractor. All prior partial payments shall be subject to correction in the final payment. Subcontractor shall, as a condition precedent to payment, and before payment of said remaining percentage to him, execute and deliver to Contractor a full and valid release and complete discharge of and from any and all claims and demands whatsoever for all matters growing out of, or in any manner connected with or founded upon, this contract or the work contemplated thereby.

No moneys shall be deemed as earned or owing until Subcontractor has paid all obligations incurred for labor, materials, supplies, and any other obligation incurred in the prosecution of its work which may become claims against Contractor's bond or liens against the property or improvement. Any moneys remaining unpaid, whether from monthly progress estimates or final payment, shall be considered as held by Contractor as trust funds for the benefit of any laborer, materialman or other creditor who may have such claim or lien until same is paid. Contractor reserves the right to make payment directly to such creditors of Subcontractor as may have such a claim or lien. Contractor reserves the right, prior to making any progress payment or final payment, to demand of and secure from Subcontractor a certification under oath and such other evidence Contractor may demand that all obligations incurred and which are or may become a claim on said bond or a lien on the property or improvement, have been paid.

V — INTEGRATION AND PROGRESS WITH OTHER WORK

It is understood that the work to be performed by Subcontractor is such as will require complete integration thereof, with work to be performed either by Contractor or other Subcontractors as to time, location and schedule, and Subcontractor agrees that he will fully cooperate with Contractor and other Subcontractors and carefully fit his work to that of Contractor and other Subcontractors. Subcontractor acknowledges that his work must be commenced and prosecuted prior to other work to be performed by Contractor and that it is vital and necessary that he perform his work diligently and expeditiously so that Contractor will not be delayed in the performance of such additional work, and Subcontractor, therefore, binds himself accordingly to so do. Subcontractor shall continue diligently in such performance and shall fully complete all of the work described herein to the satisfaction of the Contractor and the Owner.

VI — HOUSEKEEPING

Subcontractor shall perform its work in such manner that the premises shall be at all times clean, orderly and free from debris. Upon completion of the work hereunder, Subcontractor shall remove all plant and excess materials from the site, clean up any and all refuse and debris, and in general leave the site of the work clean, orderly and in good condition.

VII — CHANGES, EXTRA WORK AND DISPUTES

Subcontractor shall be bound by the changes or alterations made by the Owner to the original contract, specifications or plans, or the amount or character of the work, or any part thereof, to the same extent the Contractor is bound thereby. Subcontractor shall be notified of any change order requested by the Owner with respect to Subcontract work and will be consulted with respect to the proposed terms, but Subcontractor shall be bound by the terms of any change order negotiated in good faith by Contractor with Owner. Subcontractor shall be bound to the terms of the original contract relating to changes, changed conditions, extra work, Owner furnished property and disputes, and shall give to Contractor immediate written notice of any such disserted change, changed conditions, extra or disputed claim to the extent that the Contractor may timely comply with notice requirements of the original contract. Subcontractor waives any claim against Contractor for compensation or equitable adjustment for such claims, changed conditions or extra work, except to the extent the same is allowed to Contractor by Owner. Contractor shall pay to Subcontractor from any such extra compensations or equitable adjustment received from the Owner the actual costs of the extra labor or materials of Subcontractor allowed plus Subcontractor's share of the overhead and profit allowed, if any, but in no event shall Subcontractor be entitled to receive more than the amount received by Contractor from the Owner. Subcontractor shall be bound by any disputes or arbitration provision in the prime contract in the same manner and method as Contractor is bound to Owner. It is expressly understood that the fund from which claims for changes, changed conditions or extra work required by Owner shall be that created by Owner's payment to Contractor.

With respect to extra work ordered by Contractor for its own convenience and not related to the foregoing, Subcontractor shall make no claim therefor unless the same shall have been fully agreed upon in writing by Contractor prior to the performance of such extra work.

In the event that Contractor is requested, required, or forced to perform work for Subcontractor, such work will be billed to Subcontractor at actual cost, plus an overhead of 15% and profit of 10%, based upon cost. If Subcontractor is specifically requested by Contractor to perform work on an emergency basis and not related to the contract, the markup over cost will be as stated above.

VIII — INDEMNITY

Subcontractor agrees to be bound with Contractor by all the terms of the General Contract, and to assume toward Contractor all of the obligations and responsibilities that Contractor by those documents assumes toward Owner, and to indemnify and save harmless Contractor from any and all loss, cost, damage or liability due to the failure of Subcontractor to fully and faithfully keep and perform every obligation of Contractor to Owner in connection with the work undertaken by Subcontractor.

[illegible] expenses, causes of action, claims of [illegible] ed by any person (including Subcontractor's employees) or damage to property of any kind which injury, death or damage arises out of or is in any way connected with the performance of the work under this subcontract. Subcontractor's indemnity and save harmless agreement shall apply to any acts or omissions, willful misconduct or negligent conduct, whether active or passive, on the part of Contractor or Subcontractor (or its agents or Subcontractor's employees); except that this agreement shall not be applicable to injury, death or damage to property or persons arising from the sole negligence or the sole willful misconduct of Contractor, its officers, agents, servants or independent contractors who are directly responsible to Contractor.

At any time before final settlement or adjudication of any loss, damage, liability, claim, demand, suit or cause of action for which Subcontractor hereby agrees to indemnify and save harmless Contractor, Contractor may withhold from any payment due or to become due under this subcontract the reasonable value thereof as determined solely by Contractor.

IX – WARNING SIGNALS, BARRICADES, ETC.

Subcontractor shall provide, erect and maintain proper warning signals, signs, lights, barricades, and fences on and along the line of said work and shall take all other necessary precautions for the protection of the work and safety of the public. Subcontractor shall fully comply with all safety regulations imposed by Contractor or Owner. Failure to comply will permit Contractor to proceed in accordance with Paragraph XVIII hereof.

X – INSURANCE

(a) Prior to commencing work Subcontractor agrees to obtain and continuously carry during the period this agreement remains in force, such insurance as Contractor and/or Owner considers necessary for the proper protection of the parties hereto, and in form approved by Contractor. Minimum amounts and units of insurance coverage required is as follows:

(1) Comprehensive General Liability Including Contractors Protective, Completed Operations, Contractural and XCU Coverage.

Bodily Injury
$500,000 each person
$1,000,000 each occurrence

Property Damage
$1,000,000 each occurrence

(2) Automobile Liability – Owned Automobiles and Automobiles Under Long-Term Lease Including Hired Automobiles and Non-Owned Automobiles.

Bodily Injury
$500,000 each person
$1,000,000 each occurrence

Property Damage
$500,000 each occurrence

(3) Workmen's Compensation and Employers Liability.

Statutory for the state in which work is being performed and in compliance with Longshoresmen and Harbor Workers Act.

Employers Liability
$500,000 each person
$1,000,000 each occurrence

(4) Protection and Indemnity Liability Including Crew Liability For Water Craft.

$500,000 each occurrence.

(b) Subcontractor shall pay all premiums and costs in connection with all insurance which Subcontractor shall be required to furnish or provide hereunder. Subcontractor shall furnish evidence of such coverages by providing certificates on the Contractor's form evidencing same.

(c) Contractor may, at its option, if deemed advisable, place insurance of the character and nature described above to cover the operations of Subcontractor.

(d) Subcontractor further agrees that in the event any work to be performed under this agreement is further sublet, Subcontractor will be required to arrange for insurance coverage as herein provided.

(e) Subcontractor shall require all insurance companies issuing any policies of insurance to Subcontractor which Subcontractor is required to procure hereunder, to certify to Contractor in writing that such policies have been issued and are in force and will not be cancelled or annulled except upon thirty days notice in writing to Contractor. Subcontractor shall not cancel any policies of insurance required hereunder either before or after completion of the work, without the consent in writing of Contractor.

(f) All policies shall name Contractor as additional insured and shall contain waiver of Subrogation rights against the Contractor.

XI – PATENTS

Subcontractor shall hold and save the Contractor harmless from liability of any nature or kind for or on account of the use of any patented or unpatented invention, article, appliance or process furnished or used in, or in connection with the performance of the said work.

XII – SUBLETTING AND ASSIGNMENT

The Subcontractor shall not sublet or assign this contract, or any part thereof, nor assign any of the moneys earned under this subcontract, without the written consent of Contractor. In the event of any assignment of job earnings, Contractor expressly reserves against assignee all defenses and rights of setoff, either existing at the time of or before notice of assignment or which may thereafter arise.

XIII – SUPERVISION

The Subcontractor shall provide adequate supervision for the work and shall employ a competent superintendent or foreman at the job site, with authority to act for the Subcontractor. In the event the Subcontractor's foreman or superintendent is not satisfactory to the Contractor, the man will be replaced at the Contractor's request.

XIV – BOND

Subcontractor shall obtain, and deliver to Contractor a performance and payment bond on Contractor's standard form, or in form acceptable to Contractor and executed by a corporate surety acceptable to Contractor, in the penal sum equal to the subcontract amount. This requirement shall apply unless waived in writing by Contractor. The performance and payment bond shall be furnished to Contractor prior to execution of the subcontract and prior to commencement of any work. Changes in the work and requests for extra work may be made upon Subcontractor without the necessity of securing the consent of surety. The premium for said bonds shall be paid for by Not Required.

XV – LABOR AGREEMENT

Subcontractor shall comply with all the applicable labor provisions to which Contractor is bound by its Master Agreement or otherwise.

arising out of nonpayment by Subcontractor of obligations incurred in connection with the work covered by this Subcontract, or any of the Articles or components for Articles furnished pursuant to this agreement. Subcontractor further agrees that if any lien or liens shall be filed work done or materials furnished by or for Subcontractor, Subcontractor shall, within five (5) days thereafter, at his own cost and expense, cau such lien or liens to be discharg [illegible] and Subcontractor's failure to do so shall be an e [illegible] of default hereunder. Any payments not so made by th Subcontractor when earned or o [illegible] may be made by the Contractor and the amounts t [illegible] of deducted from any moneys at any time earned or du to the Subcontractor under this agreement.

XVII – DELAYS

Subcontractor shall comply with instructions given by Owner, including any instruction to delay, suspend or terminate the prosecution or completion of the work provided for herein, and Subcontractor shall not be entitled to any additional compensation or damages because of any suc termination, suspension or delay unless same is allowed and paid by Owner to Contractor. Time and strict performance is of the essence of this contract, and Subcontractor agrees to perform said work within the time and in the manner specified, or within such extended time as may be grante by Owner, and Subcontractor shall be liable for any damages suffered by Contractor due to failure of Subcontractor to so perform, including bu not limited to any liquidated damages which may be imposed by the Owner upon Contractor and any damages or additional expense that the Contractor may suffer at a later date as a result of defective work or delays on the part of the Subcontractor.

XVIII – COMPLETION OF WORK BY CONTRACTOR

If the Subcontractor shall fail to commence the work within the specified time, or to prosecute said work continuously with sufficient workmen and equipment to insure its completion within the time herein specified for completion, or to perform said work according to the provisions of th original contract, or if for any other cause or reason whatsoever Subcontractor shall fail to carry on the said work in an acceptable manner, the Contractor may elect to give notice in writing of such default, specifying the same, and if the Subcontractor, within a period of seventy-two hours afte such notice, shall not proceed in accordance therewith, then the Contractor shall have full power and authority, without process of law and withou terminating or violating this agreement, to take the prosecution of the work, or any portion of the work, out of the hands of the Subcontracto and complete it with its own forces, or contract with other parties for its completion, or use such other measures as in Contractor's opinion ar necessary for its completion, including the use of the equipment, plant and other property of the Subcontractor on the work. In taking over sai work, Contractor may take over the plant and equipment of Subcontractor to complete the performance thereof, or may supplement Subcontractor's work forces and equipment with those of Contractor's own, all at the expense of Subcontractor. Neither by the taking over of the work, o any portion of the work, nor its completion in accordance with the terms of this provision shall the Contractor forfeit its right to recover damage from the Subcontractor or from Subcontractor's surety for failure to complete or for delay in such completion. Should the expense incurred by the Contractor in taking over and completing the work, or any portion of the work, be less than the sum that would have become payable unde this agreement if said work had been completed by the Subcontractor, then the Subcontractor shall be entitled to the difference, and should such expense exceed the said sum, then the Subcontractor and Subcontractor's surety shall be liable to the Contractor for the amount of such excess Upon the taking over of the work by the Contractor as herein provided for, no further payment will be made to the Subcontractor until the wor is completed, and any moneys due or that may become due the Subcontractor under this agreement will be withheld and may be applied by th Contractor to payments for labor, materials, supplies and equipment used in the prosecution of the work, and/or for the payment of rental charge on equipment used therein, or to the payment of any excess cost to the Contractor of completing the said work. The election by Contractor to take over said work shall not constitute Contractor's sole remedy at law or in equity, but rather, Contractor does reserve unto itself all othe remedies at law or in equity upon default or breach of contract.

XIX – SPECIAL PROVISIONS

Subcontractor is an independent contractor and employing unit, subject to all applicable Social Security and Unemployment Compensation statutes, and shall keep records, make reports and payments of all taxes or contributions required. Subcontractor agrees to indemnify and hold Contractor harmless from any expense or liability incurred under said statutes in connection with employees by Subcontractor, including a sum equal to benefits paid to Subcontractor's employees when such benefits are charged to Contractor under any merit plan or to Contractor's reserve account pursuant to any State compensation statute.

Subcontractor and its employees shall at all times observe and comply with all applicable laws of the United States and of any State having jurisdiction of the place where any work hereunder is being done, and with, all rules and regulations of the Contractor and Owner. Subcontractor shall not assign, sell, or otherwise dispose of any earnings under this subcontract without the express written consent of Contractor, and such assignment shall not in any event have priority over all claims for labor, material and supplies and other obligations incurred by Subcontractor which may be a claim against Contractor's bond or a lien against the improvements, and shall not have priority over any claim of Contractor for moneys advanced or for breach or violation of this contract.

Executive Order 11458 dated March 5, 1969, and implemented in Title 41, Subpart II, relating to the engagement of Minority Business Enterprise in Government Procurement, is deemed incorporated in this subcontract and Subcontractor shall comply with such provisions where applicable. This regulation is incorporated by this reference.

Subcontractor agrees to indemnify and hold Contractor harmless from any and all loss, costs, expenses or damages, including attorneys' fees, which may result from a violation of the provisions of the Federal Occupational Safety and Health Act of 1970 (Public Law 91-596) and any citations and penalties which may result due to failure of Subcontractor to comply. This act is incorporated by this reference.

XX – ADDITIONAL PROVISIONS

Included in this contract are the costs required for subcontractor to install and remove contractor equipment access roads and pads, if required.

Attached hereto and numbered in sequence are additional provisions which apply to this Subcontract.

This agreement shall bind the heirs, executors, administrators and successors of the parties hereto.

IN WITNESS WHEREOF, The Contractor and Subcontractor have hereunto set their hands and seals the day and year first above written.

Auburn Construction Co. (SEAL)

Oceanlake Sand & Gravel (SEAL)

9832

3-1-86 - I phoned the -
consider the file closed
Dwg.

February 12, 1986

Con 5
#9832

RAY JONES, JR.
PH. 392-3608
37055 JENCK RD.
CLOVERDALE, OR 97112

Robert W. Hormsen
Transportation Comm. Serv.
121 Transportation Bldg.
Salem, Ore. 97130

Dear Mr. Hormsen,

We have not received final payment of $20.00 from Auburn Construction Co.

Please advise.

Thank you

Ray Jones Jr.

RAY JONES, JR.
PH. 392-3608
37055 JENCK RD.
CLOVERDALE, OR 97112

RECEIVED
FEB 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RAY JONES, JR.
PH. 392-3608
37055 JENCK RD.
CLOVERDALE, OR 97112

RECEIVED
FEB 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Dear Mr. Gormsen;

Enclosed you will find list of materials and services for Project: Nestucca River Bridge Cloverdale Replacement: Contract # 9832. The Contractor is Auburn Construction, P.O. Box 676, Wilsonville, Oregon - 9707. Phone # - 635-5350. Our services & materials include:

8 hr. Cat X 35.00 = 280.00
400 yds River Rock X 3.50 = 1400.00
10 yds 2" Rock X 7.00 = 70.00
5 yds Sand X 4.00 = 20.00
$1,770.00

Last work for them was on January 3, 1985. Enclosed statements, we would appreciate your attention to this matter.

Sincerely

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 15, 1985

IN REPLY REFER TO
FILE NO.:
CON 5
#9832

Ray Jones, Jr.
37055 Jenck Road
Cloverdale, OR 97112

Dear Mr. Jones:

This will acknowledge your recent letter filing a claim against the following Highway Division contract:

FILED BY:	Ray Jones, Jr.
AMOUNT:	$1,770.00
FOR:	Material and services
AGAINST (Prime contractor)	Auburn Construction Co.
CONTRACT NO.:	9832
PROJECT:	Nestucca River (Cloverdale) Bridge, Tillamook County
SURETY:	United Pacific Insurance Co.
AGENT:	Robert W. Lagler

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
FEB 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: United Pacific Insurance Co.
Bond Department
33405 - 8th Ave., S. C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
Portland Branch Office
825 NE Multnomah - Suite 300
Portland, OR 97232

Auburn Construction Co.
P.O. Box 676
Wilsonville, OR 97070

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 6, 1985

IN REPLY REFER TO
FILE NO.: CON 5
#9832

Ray Jones, Jr.
37055 Jenck Road
Cloverdale, OR 97112

Dear Mr. Jones:

Thank you for your recent letter stating that you received payment from Auburn Construction Company in the amount of $1,750 with $20 remaining unpaid.

You state this is in reference to the Auburn Construction Company Contract No. 9832 for work on the Nestucca River (Cloverdale) Bridge Section in Tillamook County.

This information will be noted in our records and we will advise the surety and the contractor. If you should receive the $20 remaining, please let us know. Our address is 121 Transportation Building, Salem, OR 97310

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Auburn Construction Company
P.O. Box 676
Wilsonville, OR 97070

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue S. C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

9832

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

February 3, 1986
IN REPLY REFER TO
HAM.1-OR/120.3

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

[illegible]
V.L. SNOUG

Dear Mr. Rulien:

Final Voucher Payment

The following voucher has been approved for payment in the amount submitted:

PE 529-1987 229-1988 BROS 2900(4) $0.00 Nestucca River (Cloverdale Rd) Bridge

Sincerely yours,

Original Signed By
G. W. GRAY
Financial Manager

Dale E. Wilken
Division Administrator

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
FEB 12 1986
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

NOTED
F.R. GRIFFIN

RECEIVED
FEB 4 1986
HIGHWAY ACCOUNTING

9832

OBEC #97-26

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Nestucca River (CLOVERDALE) Bridge	WEEK ENDING 2-1-86
		SECTION PREFIX 229-1019
	HIGHWAY Co. Rd. No. 885 Woods-Cloverdale Road	COUNTY Tillamook
NAME OF JOB Cloverdale Bridge	KIND OF WORK Grading, Paving, and Structure	
CONTRACTOR Auburn Construction	CONTRACT NUMBER 9832	FEDERAL AID PROJECT NUMBER BROS-2900 (6)
DATE OF CONTRACT 6-12-84	DATE WORK STARTED 7-23-84	ESTIMATED COMPLETION DATE 1-28-86
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 1 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS N/A	WORK DAYS USED N/A CALENDAR DAYS USED 301
	SPECIFIED COMPLETION DATE 6-15-85	PERCENT OF TIME ELAPSED 136.8%
PROJECT AUTHORIZATION: $632,492.37		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 97.3%
EXCLUSIVE OF ENGINEERING: $582,238.79	ENGINEERING AUTHORIZATION $89,070.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $598,130.00	ENGINEERING COST TO DATE $89,070.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN + 2.7 %	PERCENT OF AUTHORIZATION 100 + %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Detour	
100%		100%	100%	100%		100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.05	.05			.05
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.05	.05			.05
TOTAL ESTIMATED QUANTITIES (CONTRACT)	550 CY	1,070 ton			230 ton
TOTAL QUANTITIES CORRECTED TO DATE	622 CY	1,221 ton			227 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	622 CY	1,221 ton			227 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

pickup, portable compactor, and misc. hand tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	11315A							
PERCENT	100%							

	WEATHER	Cal ~~WORK~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1-26-86	Cloudy	1		
MONDAY 27	showers	1		
TUESDAY 28	mostly cloudy	1		P.A. #5 work complete.
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

1-26-86 **SUNDAY**	No work.
27 **MONDAY**	No work.
28 **TUESDAY**	Finished the insides of the catch basins where slotted drain cutouts were. Compacted and cleaned up the shoulder rock, side slopes, and embakment slopes where widened and general area cleanup.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: All work complete except some final checklist items.

NEXT WEEK: Complete final checklist items.

SIGNED Gary R. Gilliam LOCATION Eugene, OR

Gary R. Gilliam, OBEC

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

1153

REPLY MESSAGE

TO: Robert Gormsen

Oregon State Dept. Of Transportation

TILLAM K PEOPLE'S UTILITY DISTRICT
P. O. BOX 433
TILLAMOOK, OREGON 97141
PHONE: 842-2535

SUBJECT CON 5 #9832 (Auburn Construction)

REPLY NECESSARY ☒ YES ☐ NO DATE 1-21-86

MESSAGE

Just checking in on the status of our claim against Auburn Construction Co. It has been quite some time since I have heard of anything on this. Could you please let me know where we stand on this claim? Thank you.

1-22-86. I called him and
suggested that he call
the surety.
RWG.

Jim Martin

SIGNED Jim Martin

REPLY

RECEIVED
JAN [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SIGNED DATE

8-0746

Rec'd 8/16/85

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 24, 1985

Tillamook People's Utility District
PO Box 433
Tillamook, OR 97141

IN REPLY REFER TO FILE NO.:
CON 5
#9832

Attention: Jim Martin

This is in response to your letter of July 18, 1985, requesting information on how to collect for costs incurred on the below-mentioned contract. Under Oregon Law, you may file a claim against the performance bond. We will use your letter and invoice as the claim document.

FILED BY:	Tillamook People's Utility District
AMOUNT:	$1,278.74
FOR:	Labor and material
AGAINST (Prime contractor)	Auburn Construction Co.
CONTRACT NO.:	9832
PROJECT:	Nestucca River (Cloverdale) Bridge, Tillamook County
SURETY:	United Pacific Insurance Co.
AGENT:	Robert W. Lagler

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: Auburn Construction Co.
PO Box 676
Wilsonville, OR 97070

United Pacific Insurance Co.
825 NE Multnomah, Ste. 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

731-0146

9832

11-19-85

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITOL BUILDING, SALEM, OREGON 97310

STATE OREGON	FEDERAL AID PROJECT NO. BROS-2900(4)
PROGRAM APPROVED	VOUCHER PERIOD From: 7/13/83 To: 5/1/84

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
114	52,818.23	52,818.23	80%	42,254.58	42,254.58	$ 0.00
114	6,498.30	6,498.30	80%	5,198.64	5,198.64	$ 0.00
	$59,316.53	$59,316.53	80%	$47,453.22	$47,453.22	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By CONTROLLER *Authorized Officer*

11/19/85 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	NESTUCCA RIVER (CLOVERDALE ROAD) BRIDGE COUNTY ROAD IN TILLAMOOK COUNTY					
	Preliminary Engineering Type Code P.E.					
	OBEC Consulting Engineers	All Required			43,225.00	
	State	All Required			9,450.13	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$52,675.13	
	Type Code ROWA Right-of-Way					
	Right-of-Way	All Required			4,950.00	
	Acquisition Expense					
	State	All Required			1,548.30	
	Misc. Project Cost					
	Audit Expense (Pre-award Evaluation)	All Required			143.10	
	TOTAL PARTICIPATING PROJECT COST				$59,316.53	
	Totals are as of the FHWA Billing Voucher dated 10/2/85.					
	Participating ROWA cost are for ROWA actually incorporated in the final project, and all costs have been previously certified by the ROWA Engineer.					
	AMOUNT CARRIED FORWARD					

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   JUNE 1985         PAGE  968
                                                                             FISCAL           GRAND TOTAL
  DESCRIPTION                PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE        TO DATE
                              229   1981    939    00 P 1                      963.70            963.70
                                            TOT       P1                       785.45         41,499.10
                                         ** JOB TOTALS **            **        785.45  **     41,499.10  **

NESTUCCA P (CLOVERDALE)BR    CONT NO     * FA PROJ NOS BROS2900004 100                                      STATE
                              229   1988    296    00 N 9                    1,625.70CR       54,050.73CR
                              229   1988    297    00 N 9                    1,619.70         11,796.15
                              229   1988    298    00 N 9                        6.00         42,254.58
                              229   1988    901    00 P 1  Project MANAGER                       503.86
                              229   1988    904    00 P 1  Consultant                         43,225.00
                              229   1988    905    00 P 1  FINAL DESIGN            7.50              211.24
                              229   1988    914    00 P 1  REGION Utility LIAISON                    160.54
                              229   1988    915    01 P 1  Audit SERVICES                            143.10
                              229   1988    920    00 P 1  PROGRAM Section                           150.69
                              229   1988    921    00 P 1  Specifications                            660.95
                              229   1988    923    00 P 1  Environmental                               1.50
                              229   1988    926    00 P 1  STRUCTURAL FOUNDATIONS                  7,590.43
                              229   1988    932    00 P 1  R/W UTILITY ENGINEER                       17.87
                              229   1988    933    00 P 1  SUR facing DESIGN ENGINEER                153.05
                                            TOT       P1                         7.50         52,818.23
                                         ** JOB TOTALS **            **          7.50  **     52,818.23  **

KILCHIS RIVER BRIDGE         CONT NO       FA PROJ NOS BROS2900007 100                                      STATE
                              229   1994    296    00 N 9     1,050.00CR     1,054.45CR        1,054.45CR
                              229   1994    297    00 N 9     1,050.00       1,050.00          1,050.00
                              229   1994    298    00 N 9                        4.45              4.45
                              229   1994    918    00 P 1                        5.56              5.56
                                            TOT       P1                         5.56              5.56
                                         ** JOB TOTALS **            **          5.56  **          5.56  **

UPRR @ CAYUSE-ADAMS ROAD     CONT NO       FA PROJ NOS RRP 000S058 100                                      STATE
                              230   1903    296    00 N 9                        2.53CR            2.53CR
                              230   1903    298    00 N 9                        2.53              2.53
                              230   1903    903    00 P 1                        2.81              2.81
                                            TOT       P1                         2.81              2.81
                                         ** JOB TOTALS **            **          2.81  **          2.81  **

UPRR @ TABOR ROAD            CONT NO       FA PROJ NOS RRP 000S057 100                                      STATE
                              230   1904    296    00 P 1                      200.00CR          200.00CR
                              230   1904    296    00 N 9         1.73CR        22.39CR           22.39CR
                              230   1904    297    00 P 1                      200.00            200.00
                              230   1904    298    00 N 9         1.73          22.39             22.39
                              230   1904    903    00 P 1                        2.81              2.81
                              230   1904    920    00 P 1          .09CR        20.05             20.05
                              230   1904    937    00 P 1                        1.93              1.93
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B02
114 BILLING NUMBER 51

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

06/30/85

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
203-1923	1	BROS-0300-009	35,840.00	24,056.51	24,056.51	80.00	19,245.21	19,317.42		72.21-
206-1988	1	BROS-0600-003	70,728.00	22,523.38	22,523.38	80.00	18,018.70	18,024.70		6.00-
206-1991	1	BROS-0600-004	20,800.00	18,825.99	18,825.99	80.00	15,060.79	15,032.07		28.72
206-1993	1	BROS-0600-005	23,200.00	8,375.75	8,375.75	80.00	6,700.60	6,676.48		24.12
207-1937	1	BROS-0700-006	21,040.00	9,734.77	9,654.10	80.00	7,723.28	7,140.70		582.58
211-1903	1	BROS-1100-001	19,200.00	8,049.42	8,049.42	80.00	6,439.54	5,531.72		907.82
213-1909	1#	BROS-1300-005	16,181.35	20,424.41	20,226.69	80.00	16,181.35	16,181.35		
213-1071	1	BROS-1300-006	85,626.00	100,232.26	100,207.07	80.00	80,165.66	69,010.34		11,155.32
218-1016	1	BROS-1800-007	203,284.00	222,028.19	221,965.55	80.00	177,572.44	175,701.66		1,870.78
>222-1974	2	BROS-2200-002	20,760.00	29,232.63	29,232.63	80.00	23,386.10	20,760.00	2,626.10 B	
223-1996	1*	BROS-2300-005	46,517.02	58,155.97	58,146.28	80.00	46,517.02	46,517.02		
223-1083	1#	BROS-2300-006	95,191.09	119,222.85	118,988.86	80.00	95,191.09	95,191.09		
223-1910	1	BROS-2300-009	24,000.00	15,343.92	15,337.92	80.00	12,270.34	11,305.39		964.95
223-1911	1	BROS-2300-010	26,120.00	21,368.15	21,361.90	80.00	17,089.52	12,356.79		4,732.73
324-1906	1#	BROS-2402-002	10,423.05	13,032.36	13,032.36	80.00	10,425.89	10,423.05	2.84 B	
324-1090	1	BROS-2403-003	53,480.00	55,107.00	55,107.00	80.00	44,085.60	44,087.90		2.30-
>424-1047	1	BROS-2403-003	8,000.00	7,313.90	7,313.90	100.00	7,313.90	7,313.90		
		PROJ TOTALS	61,480.00	62,420.90	62,420.90		51,399.50	51,401.80		2.30-
227-1990	1	BROS-2700-004	30,800.00	26,331.02	26,294.90	80.00	21,035.92	20,525.82		510.10
227-2519	1	BROS-2700-004	8,000.00	250.00	250.00	80.00	200.00	200.00		
		PROJ TOTALS	38,800.00	26,581.02	26,544.90		21,235.92	20,725.82		510.10
229-1988	1	BROS-2900-004	49,360.00	52,818.23	52,818.23	80.00	42,254.58	42,254.58		
529-1987	1	BROS-2900-004				80.00				
229-2511	1	BROS-2900-004	11,200.00	6,498.30	6,498.30	80.00	5,198.64	5,198.60		.04
		PROJ TOTALS	60,560.00	59,316.53	59,316.53		47,453.22	47,453.18		.04
229-1018	1	BROS-2900-005	286,124.00	370,455.95	370,419.22	80.00	296,335.38	286,124.00	10,211.38 B	
229-1019	1	BROS-2900-006	505,993.00	599,473.89	599,371.45	80.00	479,497.16	477,686.59		1,810.57
230-1081	1#	BROS-3000-005	95,787.92	107,330.19	107,234.90	80.00	85,787.92	85,787.92		

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  JUNE 1985       PAGE 1322
                                                                            FISCAL        GRAND TOTAL
     DESCRIPTION                  PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE    TO DATE
                              224   2539    414     00 P 1      160.68CR     44,653.24     65,954.39
                              224   2539    415     00 P 1         .72CR        159.28        159.28
                              224   2539    419     00 P 1                      150.00CR      150.00CR
                              224   2539    426     00 P 1       12.69CR      2,818.19      2,818.19
                              224   2539    428     00 P 1         .53CR        117.63        197.84
                              224   2539    430     00 P 1       22.77CR      5,296.03     11,962.12
                              224   2539    713     00 P 1                       50.00         50.00
                              224   2539    913     00 P 1         .93CR        216.34        448.04
                              224   2539    913     04 P 1                                     33.54
                              224   2539    920     00 P 1                                     72.44
                              224   2539    930     00 P 1       25.59       10,161.80     13,975.55
                              224   2539    950     00 P 1       14.03CR      3,902.62      4,796.90
                              224   2539    950     00 N 1        5.26CR      1,165.59      1,165.59
                                            TOT     P1          277.31CR    495,165.80    614,483.93
                                            TOT     N1            5.26CR      1,144.45      1,144.45
                                         ** JOB TOTALS **       282.57CR**  496,310.25 ** 615,628.32 **

  LUCKIAMUTE RV(GRNT RD)BR     CONT NO      FA PROJ NOS BROS2700004 100                            STATE
                              227   2519    296     00 N 9                      200.00CR      200.00CR
                              227   2519    298     00 N 9                      200.00        200.00
                              227   2519    412     00 P 1                      250.00        250.00
                                            TOT     P1                          250.00        250.00
                                         ** JOB TOTALS **              **       250.00 **     250.00 **

  NESTUCCA RIV(CLOVERDALE)BR   CONT NO      FA PROJ NOS BROS2900004 100                            STATE
                              229   2511    296     00 N 9                       60.01CR    6,772.37CR
                              229   2511    297     00 N 9                       36.50      1,573.77
                              229   2511    298     00 N 9                       23.51      5,198.60
                              229   2511    401     00 P 1  LAND Purchased                  3,580.00
                              229   2511    404     00 P 1  VALUE of TREES shrubs etc       1,240.00
                              229   2511    405     00 P 1  SEVERANCE & Consequential DAMAGES 130.00
                              229   2511    407     00 P 1  APPRAISALS WITNESS FEES TAXES       1.80
                              229   2511    409     00 P 1  miscellaneous county cost of land Acquisition 100.00
                              229   2511    412     00 P 1  TITLE Cost, Recording FEES 10.00  322.38
                              229   2511    414     00 P 1  Negotiation .05 EXPENSE    20.71    441.44
                              229   2511    415     00 P 1  Relocation computation             46.26
                              229   2511    426     00 P 1  LEGAL                             106.96
                              229   2511    430     00 P 1  APPRAISAL REVIEW                   25.48
                              229   2511    930     00 P 1  R/W OFFICE EXPENSE                503.98
                                            TOT     P1             .05         30.71      6,498.30
                                         ** JOB TOTALS **          .05 **      30.71 **   6,498.30 **

  BIRCH CRK-SPARKS BR SEC      CONT NO    * FA PROJ NOS SOS 3000002 100                            STATE
                              230   2513    296     00 N 9                      100.00CR    4,880.76CR
                              230   2513    297     00 N 9                      100.00        694.53
                              230   2513    298     00 N 9                                  4,186.23
```

CL 1985-0139
9832

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 24, 1985

FILED
AUG 16 1985
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9832

Tillamook People's Utility District
PO Box 433
Tillamook, OR 97141

Attention: Jim Martin

This is in response to your letter of July 18, 1985, requesting information on how to collect for costs incurred on the below-mentioned contract. Under Oregon Law, you may file a claim against the performance bond. We will use your letter and invoice as the claim document.

FILED BY:	Tillamook People's Utility District
AMOUNT:	$1,278.74
FOR:	Labor and material
AGAINST (Prime contractor)	Auburn Construction Co.
CONTRACT NO.:	9832
PROJECT:	Nestucca River (Cloverdale) Bridge, Tillamook County
SURETY:	United Pacific Insurance Co.
AGENT:	Robert W. Lagler

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
9-17-85 ac

cc: Auburn Construction Co.
PO Box 676
Wilsonville, OR 97070

United Pacific Insurance Co.
825 NE Multnomah, Ste. 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

✓bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

[illegible]

RECEIVED
AUG 19 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TILLAMOOK PEOPLE'S UTILITY DISTRICT
P. O. BOX 433
TILLAMOOK, OREGON 97141
AREA CODE 503
PHONE 842-2535

JACK H. MADISON, MANAGER

A CUSTOMER-OWNED PUBLIC SERVICE

DIRECTORS
WM. LEE DILLARD
TIMOTHY E. JOSI
EDWIN L. KELLOW
CARL L. RAWE
MILLARD TROUT

July 18, 1985

Mr. Robert Gormsen, Manager
Commission Services
Oregon State Dept. of Transportation
121 Transportation Building
Salem, OR 97310

Re: Auburn Construction Co.

Dear Mr. Gormsen:

The Auburn Construction Co. was working on a project for Tillamook County on the Nestucca River (Cloverdale) Bridge-Project #9832.

On March 25, 1985, they had an accident which caused our primary wires to come together. This required immediate attention, and the District incurred costs of $1,278.74, to repair the damage (see copy of bill).

We have sent the Auburn Construction Co. a bill and two letters requesting payment. They have not responded.

Could you please supply us with their bonding company's name, policy number and any other information that we can use to collect from them.

Sincerely,

TILLAMOOK P.U.D.

Jim Martin
Jim Martin
Accounting Supervisor

JM:ks
encl.

RECEIVED
JUL 19 1985
COMMISSION SERVICES
DEPT OF TRANSPORTATION

TILLAMOOK PEOPLE'S UTILITY DISTRICT
P. O. BOX 433
TILLAMOOK, OREGON 97141
Phone 842-2535

3-0746
(Number)

April 10, 1985
(Date)

TO:

Auburn Construction Co.
P O Box 676
Wilsonville, OR 97070
Attn: Steve Aver

March 25, 1985

Repair of conductor torn down.

5 men 5 hrs. O.T. @40.00 (Overtime at double time)	$1,000.00
Line truck 2½ hrs. @34.00	85.00
Material cost + 10%	193.74
TOTAL	$1,278.74

RECEIVED
JUL 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COAST PRINTING

9832

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

MISC. CONTRACTS and
No. 11,909

June 18, 1985

In Reply Refer To
File No.:
229-1019

Jon Oshel
Director of Public Works
503 Marolf Loop
Tillamook, OR 97141

RE: Consultant Agreement - Amendment No. 1
Cloverdale Bridge
Tillamook County

Enclosed are two copies of Amendment No. 1 to the Consultant Agreement for Construction Engineering of the Cloverdale Bridge. The amendment was approved on June 10, 1985.

Please provide OBEC Consulting Engineers with one copy and retain one copy for your records.

Richard T. Sjolander
Region Federal Aid Specialist

RTS:jn

Enclosures

bc: ✓Program Section
Jeff Swanstrom

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 20 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2900(6)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30154

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE June 19, 1984
8. FEDERAL ROUTE NUMBER Non Federal-aid
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Nestucca River (Cloverdale) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Potter's letter of 5-29-85 this will confirm the advance approval date of 6-19-84, contingent upon modification of Project Agreement if additional funds are required, to proceed with the actual adjustments to the United Telephone Company of the Northwest's aerial telephone cable.

Reimbursement on an actual cost basis estimated to be $5,366 - Federal Funds $4,293 is approved.

The agreement with United Telephone Company of the Northwest is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STAT HWY ENGR
JUN 12 '85
REFER TO Potter
FOR

Orig. to
6/12

14. DATE 6/11/85
15. SIGNATURE OF APPROVING OFFICIAL Christianson
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 29, 1985

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
MAY 30 '85
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Aerial Telephone Cable Relocation
United Telephone Company of the Northwest
Nestucca River (Cloverdale) Bridge Section
Woods-Cloverdale Road
Tillamook County
Project No. BROS-2900(6)

Here is a copy of an estimate of cost to adjust United Telephone Company's aerial telephone cable facilities dated May 20, 1985, and a sketch showing their proposed relocation.

A certification prepared by Jerry Miller as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Tillamook County advised the Company of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

NOTED
D. O. Christensen

Form 734-3122

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 19, 1984 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $5,366.

JCM:jr
Enc.

cc: ✓E. S. Hunter
    J. M. Cartwright
    Jerry Miller

9832

May 16, 1985

Mr. Robert A. Warren
31825 101S
Cloverdale, OR 97112

CON 5
#9832

Dear Mr. Warren:

The Highway Division is limited by law as to what action we can take regarding subcontractor's claims.

On March 8, 1985, we filed a claim for $2,320.84 against Auburn Construction Co., Contract No. 9832 on the Nestucca River Bridge.

Under Oregon law, there is nothing further we can do. However, if you feel that you have not been properly paid, I would certainly continue to try to get the money which is due you. I would suggest you contact their surety, United Pacific Insurance Company.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:kjm
cc: Auburn Construction Co.
PO Box 676
Wilsonville, OR 97070

S ate Dept of Trans.
121 Trans. Bldg
Salem Ore.

Nestucca Bridge
#9832

Robert Warren
31825 101
CloverDale Ore.

Robert Gormson:

In reference to Auburn's Const. Co's letter of 5/6/85. It is not altogether true, with Oceanlake Sand or I either. Some one has informed them wrongfully. I was not payed for repairs, maintanence or anything else. Except $1107.00 in Oct for Aug. and only part of that what was due. None was paid for Sept. as you can see by the billing. I have deducted all they wanted deducted and lowered the rate on the Hoe three times for them, to what I had to pay when I rented a 580C. Auburn has not payed for all the rock either that I hauled in Sept. & Aug. I have never worked this Hoe so cheap. They owe this and thats that. Steve Auer said two times he would settle up, but some one writes these letters I have been getting. Its too bad there has been a mis-understanding between Auburn & OL Sand which involves me. I hope this clears this.

Sincerely Yours.
Robert Warren

RECEIVED
MAY 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5- 6-85 9832

Robert A Warren
31825 101S
Cloverdale, Oregon 97112

Re: Nestucca River Bridge (Cloverdale) Backhoe Rental and Rock Purchase

Gentlemen:

In response to your claim for extra compensation for backhoe rental and rock purchased on the Nestucca River Bridge Project your claim is rejected for the following reasons.

1. Your backhoe was rented on Aug. 23, Aug. 27 thru Sept. 1 for a total of 48 hours. and we purchased 62 cubic yards of material for backfill under a crane pad. Upon recieving your bill we found it to be in error and highly overpriced. We had a meeting on the job site between yourself and Mr. Ray Osuna of Oceanlake Sand and Gravel Co. In this meeting it was agreed to pay your firm the acceptable rental rate from the Power Rents rental rates. In order to be fair we paid for 56hours of hoe rental at $15.00/hr. rather than 475/40hr. or $11.87 hr. We also paid for the rock and $50.00 for a bucket tooth you said was damaged. As this was our agreement it was then paid.
2. Work performed in September which you are trying to bill our firm was performed for Ocean Lake Sand and Gravel Co. without their consent but agreed between your firm and Mr. Osuna to be paid by them to you for the amount paid Ocean Lake by the State at item. This was agreed to between yourself and Mr. Osuna.
3. Your comments to Mr. Osuna that you were going to bill us for more and see what happens.
4. The remainder of our purchases and rentals were thru another co.

Very truly yours,

Stephen E. Auer
Auburn Construction Co.

Stephen E Auer

cc Oregon Transportation Commission (Commission Services)

RECEIVED
MAY 08 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. nec.

9832 1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 24, 1985

In Reply Refer to
File No.:

CON 5

Auburn Construction Co.
10630 S.W. Tonquin Loop Road
Sherwood, OR 97140

Re: Time Extension Request
Nestucca River (Cloverdale) Br.
Contract No. 9832
FAP No. BROS-2900(6)

Your request for an additional 57 calendar days in which to complete the above project has been carefully reviewed. Your request was based upon a late delivery of domestic steel piling. Domestic steel piling was a specified contract requirement for this contract and a late delivery of specified materials is not a valid reason for adjustment of contract time.

Your request is therefore denied. Should you wish further review of this matter, or to submit additional data, please contact Project Manager Gary Gilliam of OBEC.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
William Anhorn w/att.
John Quiner II (OBEC) w/att.

TE/159

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

TO: O. B. Jackmond
Contract Administration Engineer

DATE: 3-7-85

FROM: Ken Husby
Kenneth E. Husby
Region Construction Engineer

SUBJECT: Time Extension Request
Nestucca River (Cloverdale) Bridge
Contract 9832
Tillamook County

REGION 2 OFFICE
RECEIVED
MAR 11 1985
RLO ..... RQS .....
[✓ RE] ..... [✓ CCE] ..... [✓ RME] ..... ROM
RTS ..... RLS ..... RPC ..... RFS .....
RUS ..... RG ..... RSR ....

Attached is a request for a 57-day adjustment of contract time from Auburn Construction Company. The contractor bases his request upon the "Buy America" requirements for steel piling, which did not arrive at the job site until 42 days after the contract award.

Included in the attachment are two charts of the contractor's work schedule and actual progress. Note that although the H pile was delivered on 7-25-84, the contractor did not begin to drive the H pile until 9-17-84, 54 days after delivery. During this time the contractor could have driven the pile as well as performed the approach work; one activity did not preclude the other.

Furthermore, in my opinion the "Buy America" requirements should not be a basis for a time extension. The contractor was aware of this requirement when he submitted his bid. Incidentally, according to the supplier, a 42 day delivery time is not unusual for domestic H pile.

We recommend rejection of the time extension.

KEH:jn

Attachment

4-23-85

W.E. Schwartz -

I concur with Region and recommend that this request be denied.

O.B. Jackmond

CE ..... CAE ..... RECEIVED LS ..... TC .....
COE ..... OM ..... SA ..... CC .....
OE ..... MAR 08 1985 FE ..... CP .....
CA ..... POC .....
CAM ..... CONSTRUCTION OCS .....
EEO ..... SECTION FILE .....

87

9832

OBEC #97-26

1P

HIGHWAY DIVISION

ORDER FOR EXTRA WORK
TO BE PERFORMED ON FORCE ACCOUNT BASIS

PROJECT NAME (SECTION) Nestucca River (CLOVERDALE) Bridge		CONTRACT NO. 9832
HIGHWAY Woods-Cloverdale Road #885	COUNTY Tillamook	PREFIX 229-1019
CONTRACTOR'S NAME AND ADDRESS Auburn Construction Co. P. O. Box 676 Wilsonville, OR 97070		F.A. PROJECT NO. BROS-2900 (6) DATE PREPARED 12-12-84 EXTRA WORK ORDER NO. #3

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION AND LOCATION OF WORK COVERED BY THIS ORDER —

Bent #2 - 20" concrete piling. "L" 1+25.5.
Splice #4 (60 grade) L bars to each of the 14 strand in piles #1, 2, 4, & 5 as the strand extension is not long enough after the piles were driven to bearing. Pile #3 was at cutoff elevation with no strand extension; therefore, it is to be cut down 30" and poured back to grade after installing 12 - #8 bars (60 grade) to provide the 4' strand extension as per plan.

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

See attached cost sheets. Total: $760.00

SPECIFICATIONS AND OTHER PROVISIONS —

All work as per project plans and specifications.
Pile #2, 3 buildup as per sheet 10 of 10 of project plans.

SUBMITTED BY PROJECT MANAGER Gary B. Gilliam	DATE 12-13-84	APPROVAL RECOMMENDED OR APPROVED BY REGION Kenneth E. Husby	DATE 1-10-85
APPROVAL RECOMMENDED BY LOCAL AGENCY Jon A. Oshel	DATE 12/24/84	NOTED OR APPROVED BY CONSTRUCTION O. B. Jackmond	DATE 3-28-85

INSTRUCTIONS — THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

655

CL 1985-0055

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 21 1985
BARBARA ROBERTS
SECRETARY OF STATE

March 19, 1985

Robert Warren Trucking
31825 101 South
Cloverdale, OR 97112

IN REPLY REFER TO
FILE NO.
CON 5
#9832

Gentlemen:

This will acknowledge your letter of March 8, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Robert Warren Trucking
AMOUNT:	$2,320.84
FOR:	Furnishing backhoe and hauling rock
AGAINST (Prime contractor)	Auburn Construction Co.
CONTRACT NO.:	9832
PROJECT:	Nestucca River (Cloverdale) Bridge, Woods-Cloverdale Road, Tillamook County
SURETY:	United Pacific Insurance Company
AGENT:	Robert W. Lagler

TED ON CARD
4-4-85

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAR 25 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Auburn Construction Co.
P.O. Box 676
Wilsonville, OR 97070

United Pacific Insurance
Company, Bond Department
33405 - 8th Ave. S. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

731-0146

Mar 8 - 1985
Cloverdale, Or

Robert Gorman
Salem Ore.

Dear Sir:

These people say they Will pay, but I have sent them a bill every month, so this is why I'm doing this.

I have furnished a backHoe for them and Hauled Rock. for this project.

I would be happy if you could be of some help to me.

Thank You

Robert Warren
Cloverdale, Ore.

RECEIVED
MAR 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

Robert Warren Trucking
31825 101 So.
Cloverdale, Ore. 97112 Feb 14 19 85

TO Auburn Const. - Nestucca R. Bridge
P.O. Box 676 - #9832
Wilsonville Ore. 97070

Aug + Sept. Bal — 1984

	56 hrs. Back Hoe @ 22^{50}	# 1260 -
Sept 10 to Sept 18th		
	48 hrs B Hoe	1080 -
Sept 20 -	60 yds PR Rock @ 3^{50}	210 -
	7 hrs. B. Hoe @ 22^{50}	157 50
Sept 21 -	2½ hrs. 3yd Loader @ 70-	175 -
Sept 22 -	48 yds Rock @ 4^{50}	216 -
" 24 -	24 yds "	108 -
	4 hrs B. Hoe	90 -
		# 3296 50
	Pd Oct 1984	# 1107 -
		# 2189 50
Nov, Dec, Jan Interest @ $43.78		# 131 34
	Due -	# 2320 84

Please!

(over)

PHONE 842-3511
EXTS. 367 OR 368

TILLAMOOK COUNTY PUBLIC WORKS
503 MAROLF LOOP DRIVE
TILLAMOOK, OREGON 97141

February 26, 1985

Robert Warren Trucking
31825 101 South
Cloverdale, OR 97112

RE: Cloverdale Bridge Project

Dear Bob:

I have contacted the Oregon State Highway Department regarding the best way for you to collect your money from Auburn Construction. You should send a letter to:

Robert Gormsen, Manager
Commission Services
Oregon State Dept. of Transportation
121 Transportation Building
Salem, OR 97310

The letter needs to include the following information:

1. Project Name: Nestucca River (Cloverdale) Bridge
2. Project Number: #9832
3. Prime Contractor Name: Auburn Construction
4. Description of the services you provided.
5. Approximate time of the services you provided.
6. Value of the services you provided.

I suggest you request the bonding company's name and policy number for this project so you can file a construction lien if you don't get paid. The construction lien needs to be filed within 60 of the project completion.

I am returning the billing you gave to our office. If you have any questions or comments, please let me know.

Yours truly,

Jon A. Oshel

Jon A. Oshel, P.E.
Director of Public Works

JAO/ial

Encl.

RECEIVED
MAR 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

March 6, 1985

CON 5
#9832

Ray Jones, Jr.
37055 Jenck Road
Cloverdale, OR 97112

Dear Mr. Jones:

Thank you for your recent letter stating that you received payment from Auburn Construction Company in the amount of $1,750 with $20 remaining unpaid.

You state this is in reference to the Auburn Construction Company Contract No. 9832 for work on the Nestucca River (Cloverdale) Bridge Section in Tillamook County.

This information will be noted in our records and we will advise the surety and the contractor. If you should receive the $20 remaining, please let us know. Our address is 121 Transportation Building, Salem, OR 97310

Sincerely,

NOTED ON CARD
3-6-85 jd

Robert W. Gormsen
COMMISSION SERVICES

cc: Auburn Construction Company
P.O. Box 676
Wilsonville, OR 97070

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue S. C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

FKN:js

RAY JONES, JR.
PH. 392-3608
37055 JENCK RD.
CLOVERDALE, OR 97112

Dear Mr. Hormsen,

Contract # 9832

We have received payment from Auburn Construction Co. for all but $20.00. Received payment on February 4, 1985.

We appreciate your effort toward this matter.

Sincerely,
Ray Jones Jr.

RECEIVED
FEB 25 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1985-0024

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 20 1985
BARBARA ROBERTS
SECRETARY OF STATE

February 15, 1985

IN REPLY REFER TO
FILE NO.:
CON 5
#9832

Ray Jones, Jr.
37055 Jenck Road
Cloverdale, OR 97112

Dear Mr. Jones:

This will acknowledge your recent letter filing a claim against the following Highway Division contract:

FILED BY:	Ray Jones, Jr.
AMOUNT:	$1,770.00
FOR:	Material and services
AGAINST (Prime contractor)	Auburn Construction Co.
CONTRACT NO.:	9832
PROJECT:	Nestucca River (Cloverdale) Bridge, Tillamook County
SURETY:	United Pacific Insurance Co.
AGENT:	Robert W. Lagler

NOTED ON CARD
3-20-85 jo

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
FEB 25 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: United Pacific Insurance Co.
Bond Department
33405 - 8th Ave., S. C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
Portland Branch Office
825 NE Multnomah - Suite 300
Portland, OR 97232

Auburn Construction Co.
P.O. Box 676
Wilsonville, OR 97070

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

RAY JONES, JR.
PH. 392-3608
37055 JENCK RD.
CLOVERDALE, OR 97112

Dear Mr, Hormsen,

Enclosed you will find list of materials and services for Project: Nestucca River Bridge Replacement at Cloverdale Contract #9832. The contractor is Auburn Construction, P.O. Box 676, Wilsonville Ore-97070 Phone #635-5350. Our services & materials include:

8 hr. Cat	X 35.00	=	280.00
400 yds River Rock	X 3.50	=	1400.00
10 yds 2" Rock	X 7.00	=	70.00
5 yds Sand	X 4.00	=	20.00
			#1770.00

Of this total 1,435.00 was due December 1, 1984. On January 1 '85 #315.00 was due. On February 1 '85 #20.00 was due. Last work for them was on January 3, 1985. We appreciate your attention to this matter.

Sincerely,
Ray

RECEIVED
FEB 6 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9832

June 27, 1984

Auburn Construction Co.
P. O. Box 676
Wilsonville, OR 97070

CON 5
#9832

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9832 for work on the Nestucca River (Cloverdale) Bridge on Woods-Cloverdale Road in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Encl.

cc: United Pacific Insurance Company
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Jan Peterson
Duane Christensen
Phil Stearns

KL&K
ASSOCIATES INC.
BONDING & INSURANCE FOR CONSTRUCTION & INDUSTRY

4147 S.E. Division
P.O. Box 06030
Portland, Oregon 97206
Insurance: 503-231-6570
Bonds: 503-231-9394
Telex #151712
1-800-547-9850
(Outside Oregon Only)

June 19, 1984

OREGON DEPT. TRANSPORTATION
121 Transportation Bldg.
Salem, OR 97310

Re: AUBURN CONSTRUCTION COMPANY
OSHD #9832, Nestucca River (Cloverdale) Bridge
$545,762.00

Gentlemen:

Enclosed please find the contract documents for Auburn Construction Company in reference to the above captioned project. Also enclosed are the required Certificates of Insurance. We would appreciate your placing these documents on file with your department.

Very truly yours,

Judy Hiltenbrand

Judy Hiltenbrand

K L & K ASSOCIATES, INC.
K L & K ASSOCIATES, INC. OF ARIZONA
K L & K ASSOCIATES, INC. OF WASHINGTON

/jh
Encls.

cc: Auburn Construction Company

RECEIVED
JUN 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

May 25, 1984

Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

RE: Nestucca River Bridge, Tillamook County #9832

Gentlemen,

It is our intent to use Arrow Brothers Corp. to fulfill our minority requirements.

Bid Item	Description	Quantity	Unit	Amount
7.	Temp. Type 1 Fence	770 L.F.	2.80	2156.00
10.	Temp. Delineators, Type 3	48 Ea.	20.00	960.00
19.	Guard Rail, Type 2A	56 L.F.	20.00	1120.00
20.	Guard Rail, Type 3	100 L.F.	28.00	2800.00
21.	Guardrail Anchor Type 1	3 Ea.	350.00	1050.00
22.	Rail End Pcs., Term. Conn.	2 Ea.	45.00	90.00
23.	Rail End Pcs., Type C	4 Ea.	75.00	300.00
24.	Rail End Pcs., Type A	2 Ea.	40.00	80.00
25.	Type 1 Fence	688 L.F.	3.00	2064.00

Total Est. Contract $10,620.00

Very Truly Yours,

Thomas W. Berning

Thomas W. Berning
Auburn Construction Co.

RECEIVED
MAY 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9 1 3 2 t

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2900(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30154

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/19/84

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Nestucca River (Cloverdale) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Potter's letter of 6/20/84 and contingent upon modification of Project Agreement if additional funds are required, this will confirm the advance approval date of 6/19/84 to proceed with the actual adjustments to the Tillamook Peoples Utility District relocation of their aerial power line at a TEC of $4,600; Federal Funds $3,680.

I approve the Agreement with Tillamook Peoples Utility District.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENG
JUN 27 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act

Orig. 6/27

14. DATE 6/26/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

t

NOTED
E. S. HUNTER

June 22, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: William H. Kappus, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Aerial Telephone Cable Relocation
United Telephone Company
Nestucca River Bridge Section
Woods-Cloverdale Road
Tillamook County
Project No. BROS-2900(6)

Dear Mr. Kappus:

Confirmation of your verbal authorization for United Telephone Company to proceed with the relocation of their aerial telephone cable facilities in conflict with this project as of June 19, 1984 is requested. An estimate of cost has been received from the Company. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of

June 19, 1984 is approved

William H. Kappus
William H. Kappus, Area Engineer

RECEIVED
STATE HWY ENGR
JUN 26 '84
REFER TO
FOR
Info Inv R/D D/R Sign Act File

JMC/nv
cc: E. S. Hunter
W. F. Cobine
Duane Christensen
Jerry Miller
Pete Gonzales

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 20, 1984

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

Gary A. Potter

FROM: Gary A. Potter
Manager, Program Section

NOTED
E. S. HUNTER

SUBJECT: Aerial Power Line Relocation
Tillamook Peoples Utility District
Nestucca River Bridge Section
Woods-Cloverdale Road
Tillamook County
Project No. BROS-2900(6)

Here is a copy of an estimate of cost to adjust Tillamook Peoples Utility District's facilities dated April 13, 1984, and a sketch showing their proposed relocation.

A certification prepared by Jerry Miller as to the District's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Tillamook County advised the District of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued by the County as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the District's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of June 19, 1984, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4600.

JMC/GAP/nv
Enc.
cc:√E. S. Hunter
J. M. Cartwright

RECEIVED
STATE HWY ENGR
JUN 21 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

PHONE 842-5511
EXTS. 367 OR 368

TILLAMOOK COUNTY PUBLIC WORKS
503 MAROLF LOOP DRIVE
TILLAMOOK, OREGON 97141

April 18, 1984

Jerry J. Miller
Region II Utility Specialist
Oregon State Highway Division
P.O. Box 14030
Salem, Oregon, 97310

RE: Cloverdale Bridge

Enclosed are the detailed estimates you have requested for the processing of the Federal Aid participation for utility relocations. If you have any questions or comments, please let me know.

Yours truly,

Jon A. Oshel, P.E.
Director of Public Works

JAO/ia

CC: Phil Stearns ✓

Enc.

NOTE!
E. S. HUNTER

June 19, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTN: William H. Kappus, Area Engineer

Jack M. Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Aerial Power Line Relocation
Tillamook Peoples Utility District
Nestucca River Bridge Section
Woods-Cloverdale Road
Tillamook County
Project No. BROS-2900(6)

Dear Mr. Kappus:

Confirmation of your verbal authorization for Tillamook Peoples Utility District to proceed with the relocation of their aerial power line facilities in conflict with this project as of June 19, 1984, is requested. An estimate of cost has been received from the District in the amount of $4600. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of

June 19, 1984 is approved

William H. Kappus
William H. Kappus, Area Engineer

JMC/nv
cc: E. S. Hunter
W. F. Cobine
Duane Christensen
Jerry Miller
Pete Gonzalez

RECEIVED
STATE HWY ENGR
JUN 22 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
JUN 21 1984
RR & UTILITY UNIT

9832

May 30, 1984 PRO

Tillamook County Board
of Commissioners
Courthouse
Tillamook, OR 97141

Attn: Mr. Jon Oshel
Director of Public Works

Subject: Nestucca R. (Cloverdale Rd.) Br.
Tillamook County
Project #BROS-2900(6)

Gentlemen:

On May 24, 1984 the Highway Division received a satisfactory bid from Auburn Construction Co., P.O. Box 676, Wilsonville, Oregon 97070, for the subject project.

This is a Highway Bridge Replacement (HBR) project, and as per our Agreement No. 7902, the county is requested to deposit their share of the project cost as computed below:

Contractor' Bid	$ 545,762.00
Anticipated Items	11,500.00
Subtotal	$ 557,262.00
Contingencies (4 1/2%)	25,076.79
Engineering (9%)	50,153.58
Total Contract Cost	$ 632,492.37
Less Federal Funds (80%)	(505,993.90)
County Share (20%)	$ 126,498.47
County Advance Deposit	$ 126,498.47

We will award the contract when we receive your advance deposit in the amount of $126,500 which should arrive no later than June 15, 1984. You may use one of the three options for payment described in the attachment.

Very truly yours

Gary A. Potter, Manager
Program Section

Received June 8, 1984
LIP

MKS:bkb
Attachments
bcc w/AD #84-48 Phil Stearns, Region 2
Vern Skoog - Please return completed AD #84-48
when advance deposit is received.

Section Nestucca River (Cloverdale) Bridge Programming Estimate $ ⑫

Highway Woods - C[illegible]verdale Rd. Pro[illegible]t Length 0.11 mi.

9832 5-15-84

County TILLAMOOK Completion Time 220 CD

Kind of Work Grading, Paving, Structure Est. Comp. Date Jan. 30, '85

Prefix 229 - 1988 Letting Date May 24, '84 Project No. BROS - 2900(6)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ ~~566,885^{50}~~ 666,885^{50}

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	1,000
State Furnished	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ____ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Adjust Utilities:	
Tillamook People's Utility Dist.	5,000
United Telephone Co. of NW	5,500

$ 11,500^{00}

revised 5-15-'84

Subtotal $ ~~578,385^{50}~~ 678,385.^{50}

Contingencies (4-1/2%) . . . . 30,527^{35} ~~26,027^{35}~~

Engineering (~~8~~, [✓ 9], ~~10~~%) . . . . 61,054^{70} ~~52,054^{70}~~

~~Subtotal~~ $

Credit for ______________________ . . . . . .

Estimated Net Authorization, Construction . . . . $ ~~456,467^{55}~~ 769,967^{55}

APPROVED

J H [illegible]
Road Design Engineer

APPROVED
N. E. Mann For
FINAL DESIGN ENGR.

Rev. 11/81

SUMMARY—BID SCHEDULE—COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Nestucca River (Cloverdale) Bridge		COUNTY TILLAMOOK	SHEET 1 OF 3
KIND OF WORK Grading, Paving, Structure	KEY NUMBER	LENGTH 0.11 mi. DATE 4/12/84	NAME Bricher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization		All	All	-	54,000-
2	Temporary Protection and Direction of Traffic		All	All	-	7,000-
3	Temporary Signs		Sq. Ft.	247 ~~215~~	15-	3,705-
4	Temporary Guard Rail, Type 1 ~~Continuous Rail/Traffic Barriers~~, Reflectorized		Lin. Ft.	119	6-	714-
5	Temporary Guard Rail, Type 2A		Lin. Ft.	150	8-	1,200-
6	Temporary Rail End Pieces, Type C		Each	4	80-	320-
7	Temporary Type 1 Fence		Lin. Ft.	770	3-	2,310-
8	Temporary Traffic Signal Installation		Each	2	10,500-	21,000-
9	Flagmen		Hour	50	15-	750-
10	Temporary Delineators, Type 3		Each	48	35-	1,680-
11	Detour Structure and Roadway		All	All	-	42,000-
	ROADWORK					
12	Clearing and Grubbing		All	All	-	2,000-
13	Removal of Structures and Obstructions		All	All	-	4,000-
14	General Excavation		Cu. Yd.	550	4-	2,200-
15	1"-0 Aggregate Base		Ton	1,070	8-	8,560-
16	Class "C" Asphalt Concrete		Ton	230	35-	8,050-
17	18-inch Culvert Pipe		Lin. Ft.	109	17.50	1,907.50
18	Concrete Inlets, Type G-1		Each	2	350-	700-

734-1736 (REV. 2-84)

OREGON STATE HIGHWAY DIVISION

ECTION Nestucca River (Cloverdale) Bridge		CO TY	SHEET 2 OF 3	
KIND OF WORK Grading, Paving, Structure	KEY NUMBER	LENGTH	DATE	NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
19	Guard Rail, Type 2A		Lin. Ft.	56	15-	840-
20	Guard Rail, Type 3		Lin. Ft.	100	25-	2,500-
21	Guard Rail Anchors, Type 1		Each	3	300-	900-
22. 24.	Rail End Pieces, Type A		Each	2	40-	80-
23	Rail End Pieces, Type C		Each	4	80-	320-
	Rail End Pieces, Terminal Connector		Each	2	100-	200-
25	Type 1 Fence		Lin. Ft.	688	3-	2,064-
26	Drainage Curbs		Lin. Ft.	84	2^{50}	210-
27	Rock Gabions		Cu. Yd.	29	65-	1,885-

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE-[✓ COST ESTIMATE]

OREGON STATE HIGHWAY DIVISION

SECTION Nestucca River (Cloverdale) Bridge		COUNTY TILLAMOOK	SHEET 3 OF 3
KIND OF WORK Grading, Paving, Structure	KEY NUMBER	LENGTH	DATE 4/12/84	NAME Bricher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
28	Bridge Removal Work		All	All	-	10,000-
29	Shoring, Cribbing, Etc.		All	All	-	34,000-
30	Structure Excavation		Cu. Yd.	70	15-	1,050-
31	Special Wall Backfill		Cu. Yd.	20	15-	300-
32	Furnish Pile Driving Equipment		All	All	-	18,000-
33	Furnish 20-inch Prestressed Concrete Piling		Lin. Ft.	800	32-	25,600-
34	Furnish 24-inch Prestressed Concrete Piling		Lin. Ft.	550	35-	19,250-
35	Furnish HP10X42 Steel Piling		Lin. Ft.	840	14-	11,760-
36	Furnish HP14x102 Steel Piling		Lin. Ft.	275	33-	9,075-
37	Furnish HP14x117 Steel Piling		Lin. Ft.	200	37-	7,400-
38	Furnish HP14x102 Steel Test Piling		Lin. Ft.	165	33-	5,445-
39	Drive 20-inch Concrete Piles		Lin. Ft.	1,075	4-	4,300-
40	Drive 24-inch Concrete Piles		Lin. Ft.	750	4-	3,000-
41	Drive HP10x42 Steel Piles		Lin. Ft.	840	4-	3,360-
42	Drive Test Piles		Lin. Ft.	165	4-	660-
43	(67 C.Y. @ $275) Structural Concrete, Class 3300		All	All	-	18,425-
44	(620 C.Y. @ $350) Structural Concrete, Class 4500		All	All	-	217,000-
45	85'/90' Type III Prestressed Beams		Each	5	7,500-	37,500-
46	Reinforcement (139,330 lbs. @ $0^{\underline{50}}$)		All	All		69,665-
					Struct. SubT.	495,790-

734-1736 (REV. 2-84)

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2900(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

5-2-84

4. PROGRAM NO.

5. ITEM NO. 30154

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/2/84

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Nestucca River (Cloverdale Road) Bridge #11315A Section

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 4/30/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $947,000, Federal Funds $757,600 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 4/25/84 that provision of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

7532

rll

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BROS-2900(6)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

5-2-84

4. PROGRAM NO.

5. ITEM NO.
30154

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
5/2/84

8. FEDERAL ROUTE NUMBER
Non Federal-aid

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:

Nestucca River (Cloverdale Road) Bridge #11315A Section

11. GENERAL DESCRIPTION OF WORK

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☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 4/30/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $947,000, Federal Funds $757,600 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 4/25/84 that provision of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

RECEIVED
STATE HWY ENGR
MAY 7 '84
REFER TO

FHWA - Oregon Division	30154	Tillamook

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5/2/84	Non Federal-aid	County Road

10. GENERAL LOCATION:

Nestucca River (Cloverdale Road) Bridge #11315A Section

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 4/30/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $947,000, Federal Funds $757,600 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 4/25/84 that provision of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

RECEIVED
STATE HWY ENGR
MAY 7 '84
REFER TO Potter
FOR
Info | In... | R/O | ... | Sign | Act | File

Orig to
5/8

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/2/84	G. K. Hossner	for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END
OF
RETAKE

9832

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

4-25-84

Highway # 2029
Tillamook Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-2900(4) Prefix 229-1988

Project Name Nestucca River (Cloverdale) Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ___ PROJECT UNIT ___
MAY 1 [illegible] 1984
MAN. ASSIST. ___ PROGRAM UNIT ___
REFER TO ___
FOR ___

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at TILLAMOOK, Oregon, this 25th day of [illegible], 19[illegible]

County of TILLAMOOK

County Judge/Chairman

Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 5-3-84

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/81

9832

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: April 10, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30154
Project No. BROS-2900(6)
Nestucca River (Cloverdale) Bridge Section
County Road
Tillamook County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on May 24, 1984.

DRH:bkb
Attachments

cc: D.O. Christensen (Region 2)
Mike Shultz w/attach.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTME
BUREAU O

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

4-10-84

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 Co. Rd., Cloverdale	ADT	PRESENT 475 60 DHV	FUTURE (66) (70) ----	YEAR (71) (72) ----	REGION 10
							STATE NAME Oregon
							STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 20 62 Structure	NATL. FOREST (63) (65)	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 BROS -	NUMBER 7 2900	SEQ. NO. (6)

CARD	CLASS OF FEDERAL FUNDS Bridge Replacement (Opt. 20% Off-System/On-System)	COUNTY NAME Tillamook			CODE (14) (16) 057
	NAME OF URBAN AREA 17-21 ---	ROUTE NO. N	FEDERAL-AID Non	STATE Co. Rd.	U.S. ----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHA PRO (Pa
1	(14-15)	(16)	41	42	43 46	52		(54) (58)	(59) (66)	(67) (76)			
5					PE								
5					ROW								
5					CONST (CODE) X081	(09)	"Nestucca River (Cloverdale Rd.) Bridge Section"	0.056	947,000	757,600		189,400	
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.056	947,000	757,600		189,400	
1	14	PROGRAM APPROVAL DATES 10-1-83							(18) (23)	(24) (29)			

REMARKS
Additional Data: Item No. 30154; Project
No. BROS-2900(4).

Key #01822

(Over-)

USCOMM DC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

NO.

D.

4-10-84

PROJECT LOCATION (45 typewriter spaces): Co. Rd., Cloverdale

ADT — PRESENT: 475 / 60 DHV — FUTURE: ---- — YEAR: ----

REGION: 10

STATE NAME: Oregon

STATE CODE: 41

APPN CODE: 114

ITEM NO.: 30154

PROPOSED WORK (35 typewriter spaces): tructure

NATL. FOREST:

FH ROUTE NO.:

SUPV AGCY:

DA CLASSIF.:

DA AREA:

EMERG. YR.:

PL. AUTH YR:

PROJECT NUMBER — PREFIX LETTER(S): BROS - — NUMBER: 2900 — SEQ. NO.: (6)

I. Projects Only — POST MI.: — DESIG.:

AL FUNDS: Bridge Replacement (Opt. 20% Off-System/On-System)

COUNTY NAME: Tillamook — CODE: 057

AREA: ---

ROUTE NO.: N — FEDERAL-AID: Non — STATE: Co. Rd. — U.S.: ----

PROGRAM STAGE: ☐ 1 OR ☐ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) X081	(09)	"Nestucca River (Cloverdale Rd.) Bridge Section"	0.056	947,000	757,600		189,400	
			PROJECT TOTALS	0.056	947,000	757,600		189,400	

ARED BY: DRH

RAM APPROVAL DATES: 10-1-83

REMARKS
Additional Data: Item No. 30154; Project
No. BROS-2900(4).

822

(Over-)

USCOMM DUSCOMM-DC 48808-P61

Nestucca River (Cloverdale Rd.) Bridge Sec.

Project Data: Work under this project consists of 1) constructing one bridge No. 11315A, length 298', with 32' roadway width; 2) construct approaches as specified; 3) construct detour and temporary bridge and remove; 4) adjust utilities as required; and 5) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7902 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) was executed on July 19, 1983.

Note: 1) This project is in Congressional District No. 1.
2) Included in 6 Yr. HIP on Page 122.
3) The sufficiency rating of existing bridge is 19.1.

9832

February 21, 1984 PRO

Mr. Jon Oshel
Director of Public Works
Tillamook County Board
 of Commissioners
Courthouse
Tillamook, OR 97141

Dear Mr. Oshel,

We have submitted a program change to the Federal Highway Administration for the right-of-way acquisition work on the Nestucca River (Cloverdale Rd.) Bridge, BROS-2900(4) replacement project in Tillamook County.

As described in our Agreement No. 7902 the County should now submit an advance deposit for its share of the right-of-way acquisition cost.

Estimated R/W Cost	$ 14,000
Less 80% Federal Funds	11,200
County Share of Advance Deposit	$ 2,800

Received 3/13/84

Please submit your advance deposit in the amount of $2,800 so the right-of-way acquisition work may proceed. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

MKS:bkb
Attachments

bcc w/AD #84-09: Phil Stearns, Region 2
Doug Luth, Region 2 R/W
Vern Skoog - return completed AD #84-09 when advance deposit is received.

7 x 12

P

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2900(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-10-84

4. PROGRAM NO.

5. ITEM NO. 30154

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/10/84

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Nestucca River (Cloverdale Road) Bridge

11. GENERAL DESCRIPTION OF WORK
Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

RECEIVED
STATE HWY ENGR
FEB 15 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig 2/16

13. REMARKS

As requested by Mr. Potter's letter of 2/1/84 I approve the program change adding Right-of-Way acquisition to the character of proposed work.

Also as requested, you are authorized to proceed with all phases of Right-of-Way acquisition, on the condition that adequate R/W plans for appraisal and negotiation purposes are prepared, at a TEC of $14,000 Federal Funds $11,200.

This authorization is limited to those areas outlined in red on the sketch map dated 11/83 as attachment to your request and which are located outside of the existing roadway.

14. DATE 2/10/84

15. SIGNATURE OF APPROVING OFFICIAL John R Wichman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1832

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: February 1, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 30154
Project BROS-2900(4)
Nestucca River (Cloverdale Rd.) Bridge
County Road
Tillamook County

I request your approval of a program change on the subject project to include in the Character of Proposed Work Right-of-Way Acquisition at an estimated total cost of $14,000 with federal funds of $11,200.

I further request concurrent with approval of the program change authorization to proceed with the actual acquisition of right-of-way as outlined in red on the enclosed sketch map.

No relocation assistance is involved.

CL:bkb
Enc.

cc: J. Boyd
D. Aman
H. Reynoldson
Bob Oakes
General Files

9832

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 378-2878

INTEROFFICE MEMO

FILE: AGR (X ACC 5-4)

TO: Gary A. Potter, Manager
Program Section Gary

DATE: January 24, 1984

FROM: V. E. Skoog
Controller

MISC. CONTRACTS and
AGREEMENTS No. 11,909

SUBJECT: Pre-award Evaluation
OBEC & Tillamook County
Nestucca River (Clovesdale Br.)
BROS-2900(4)/229-1988

Your memo dated January 20, 1984 requested that we perform a pre-award evaluation, as required by federal and state procurement procedures, on the supplemental engineering proposal submitted by OBEC and Tillamook County increasing the lump sum contracts from $40,000.00 to $43,225.00.

We have evaluated the attached supplemental agreement and related documents and concluded the agreement is in accordance with federal and state procurement procedures, contract provisions, and cost principles.

Accordingly, we recommend approval of this agreement.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

KJ:cl

PROGRAM SECTION
MANAGER AL PROJECT UNIT ________
JAN 26 1984
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO El - M
FOR ________

81-125-1307

9832

OBEC CONSULTING ENGINEERS

December 28, 1983

Mr. Jon Oshel, Director
Tillamook County
Department of Public Works
P. O. Box 152
Tillamook, Oregon 97141

Re: Cloverdale Bridge
Preliminary Engineering Agreement
OBEC Project No. 97-26

Dear Jon:

Our original scope of work entailed only the replacement structure at the existing site. It did not consider the detour bridge utilizing the National Guard's Bailey Bridge nor did it include the preliminary studies for the pedestrian structure downstream from the existing site.

As part of our agreed fee, we are willing to absorb all the extra costs connected with the design and specifications for the detour structure and grading currently shown on the plans.

However, the work requested by the County and concurred in by the State on the feasibility of a pedestrian structure at a site downstream is definitely outside the scope of the work.

On the basis of our existing annual agreement we show:

Labor (81.5 hrs)	$1,330.40 x 2.4	=	$3,192.96
Blue Print Expenses		=	31.95
			$3,224.91

We suggest a Lump Sum amount of $3,225 to cover this extra. We further believe that this cost should be borne by all the participating agencies.

Very truly yours,

Wally

W. A. Palmateer

WAP:ps
Enclosure

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

9832

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Nestucca River (Cloverdale) Bridge
Highway: Woods-Cloverdale County Road
County: Tillamook
Prefix: 229-1988
Project Manager: H. N. Vancleave

Date 12-9-83
Ten Year Traffic Coefficient 7.4
18 kip EAL's per day 51
R Value 9
Frost Penetration ---
CBE Total Requirement 24.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C. Wearing Surface & Base*	8.0"
16.0"	Aggregate Base (1"-0)	16.0"
20.0"		24.0"

*May be Class "B", "C", or Cold Mix

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Cement Treated Existing Roadway Material	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Program Control Engineer ✓
Region Federal Aid Specialist

PROGRAM SECTION
MANAGER ______ PROJECT UNIT S
DEC 1[illegible] 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Local Program
FOR ______

MH

9832

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 378-2878

INTEROFFICE MEMO

FILE: AGR (X ACC 5-4)

TO: Gary A. Potter, Manager
Program Section

DATE: November 30, 1983

FROM: V. E. Skoog
Controller

SUBJECT: Pre-award Evaluation
OBEC/Tillamook County
Nestucca R. (Cloverdale) Bridge
BROS-2900

Your memo dated November 16, 1983 requested that we perform a pre-award evaluation, as required by federal and state procurement procedures, on the construction engineering proposal submitted by OBEC Consulting Engineers to Tillamook County, on the basis of actual costs plus a net fee estimated at $65,000.00.

We recommend approval of this agreement.

KJ:cl

12-7-83

Gary -

I have reviewed the attached agreement, found it in order and recommend your signature of concurrence. Under the provisions of "certification acceptance", this agreement does not require prior approval of the FHWA.

Please sign all three copies, on page 10, and return them to me for distribution.

Mainor

PROGRAM SECTION
MANAGER GP PROJECT UNIT G ✓
DEC [illegible] 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO Mainor
FOR ________

Distributed
12-9-83 MCH

Contains Recycled Materials

9832

[illegible] AG[illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: Virgil Wilson
Region 2 R/W Supervisor

DATE: November 17, 1983

FROM: Adele L. Egan, Supervisor
Right of Way Office Unit

SUBJECT: AGR 240
Nestucca River (Cloverdale) Br.
Tillamook County

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attached is an original for the County and a copy for your files of the subject agreement.

Prefix for this project will be 29-8237.

AE
mp
Attach.

cc: C. O. Fredrickson, w/c
Finance, w/c
Comm. Serv., w/orig.
Local Gov't Programs, w/c
Title, w/c

approved by Boyd
11-10-83

12-8-83
noted in
agmt back
[illegible]

9832

STATE OF OREGON

HIGHWAY DIVISION - Region 2

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: November 10, 1983

FROM: Phillip O. Stearns Phil
REGION FEDERAL AID SPECIALIST

MISC. CONTRACTS and
AGREEMENTS No 11,909

SUBJECT: Nestucca River (Cloverdale) Bridge
Woods-Cloverdale Road
Tillamook County

Attached are three copies of the Consultant Agreement for Construction Engineering on subject project.

Please submit the agreements through channels for approval.

POS:sh

Attachments

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
NOV 14 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO LOC PROG
FOR MAINOR

81-125-1387

RECEIVED
TATE HWY ENGR
OCT 24 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy

U.S. Department of Transportation
United States Coast Guard

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
Serial 555
19 October 1983

PUBLIC NOTICE NO. 83-N-25

The Commander, Thirteenth Coast Guard District, has received an application from the Tillamook County Public Works Department, 503 Marolf Loop Drive, Tillamook, Oregon 97141, telephone (503) 842-5511, ext. 367/368, for approval of the location and plans for a replacement highway bridge across a navigable waterway of the United States.

WATERWAY AND LOCATION

Nestucca River, mile 7.0, near Cloverdale, Tillamook County, Oregon.

CHARACTER OF WORK

Tillamook County proposes to replace a deteriorated timber truss two-lane highway bridge with a modern concrete structure. The new bridge also would provide two travel lanes. The old bridge failed in May 1983, and was closed to traffic. It was removed in September and replaced with a temporary "Bailey bridge" truss span. The new bridge would result in a permanent structure meeting current highway standards. All remaining parts of the old bridge would be removed to, or below, the natural bottom of the waterway or groundline, as appropriate.

NAVIGATIONAL CLEARANCES

	Existing*	Proposed
Horizontal	116.0 feet	87.0 feet
Vertical	20.77 feet** at mean high water	20.3 feet *** at mean high water

*Clearances listed are those for the old timber truss, which has been removed.
**Additional clearance of 1.1 feet available at the center of the span.
***Additional clearance of 0.6 feet available at the center of the span.

ENVIRONMENTAL CONSIDERATIONS

The Federal Highway Administration (FHWA) is the lead federal agency for environmental processing. FHWA has determined that the project qualifies as a categorical exclusion for purposes of the National Environmental Policy Act. We have conducted an independent review of the project and we concur in the FHWA determination. Environmental documentation concerning this application is available for review in the offices of the applicant and in the Aids to Navigation Branch, Thirteenth Coast Guard District, at the address shown above. An application for water quality certification is attached to this public notice. Final Coast Guard action depends on approval of the project by the Oregon Department of Environmental Quality or waiver of water quality certification in accordance with current regulations.

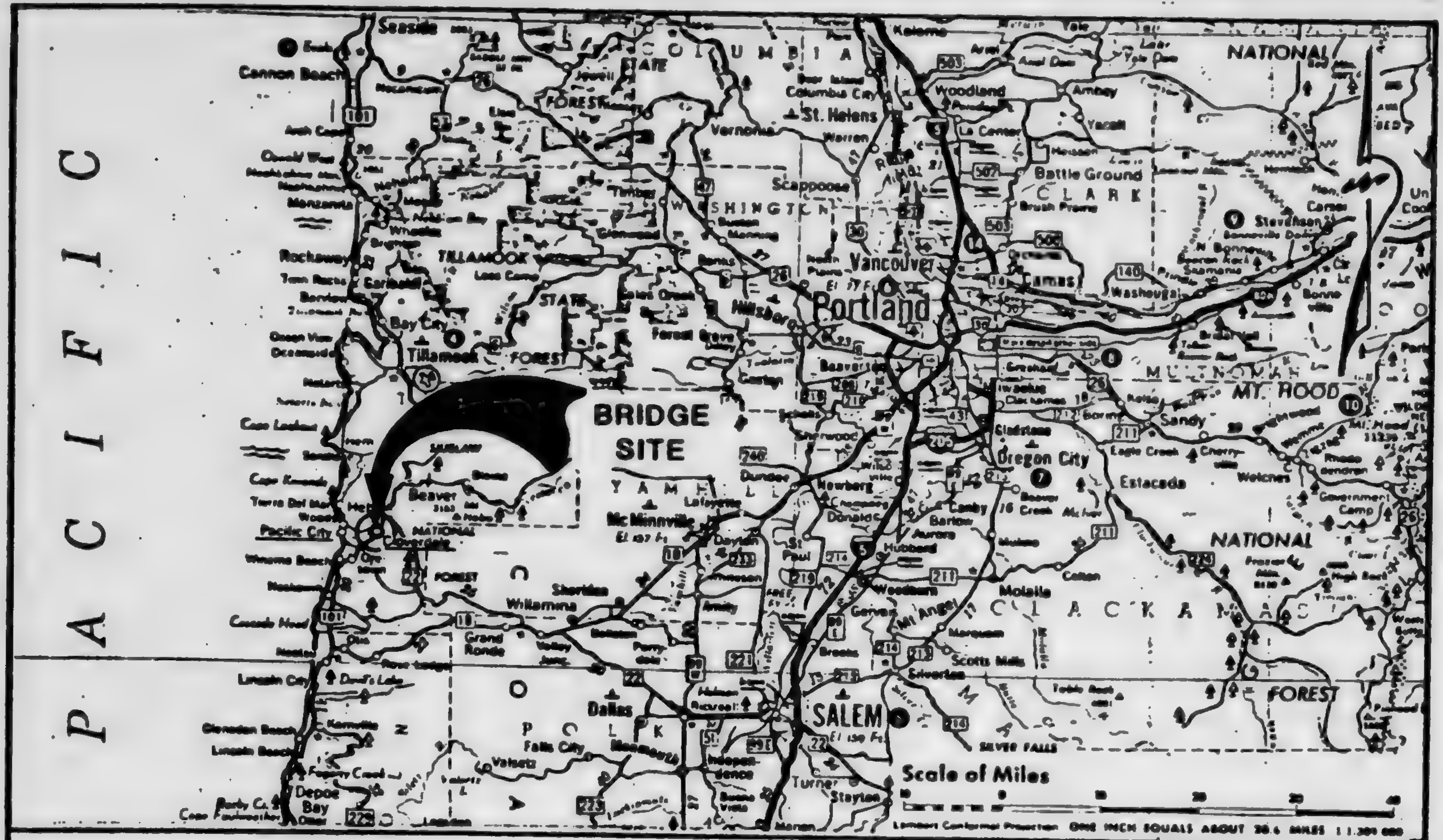
The project is located in the designated Oregon coastal zone and Tillamook County has certified that the proposed action is consistent with the approved Oregon coastal zone management program. A public notice from the Oregon Department of Land Conservation and Development concerning coastal zone management program consistency certification is attached. No fill would be placed below the level of mean high water. Although portions of the bridge would be within the designated flood plain of the Nestucca River, our review indicates that the encroachment would not be significant. The 100-year flood elevation is +25; the lowest part of the main span of the bridge is at elevation +24.5. No wetlands, parkland, wildlife or waterfowl refuges, or historic sites would be affected by this project.

SOLICITATION OF COMMENTS

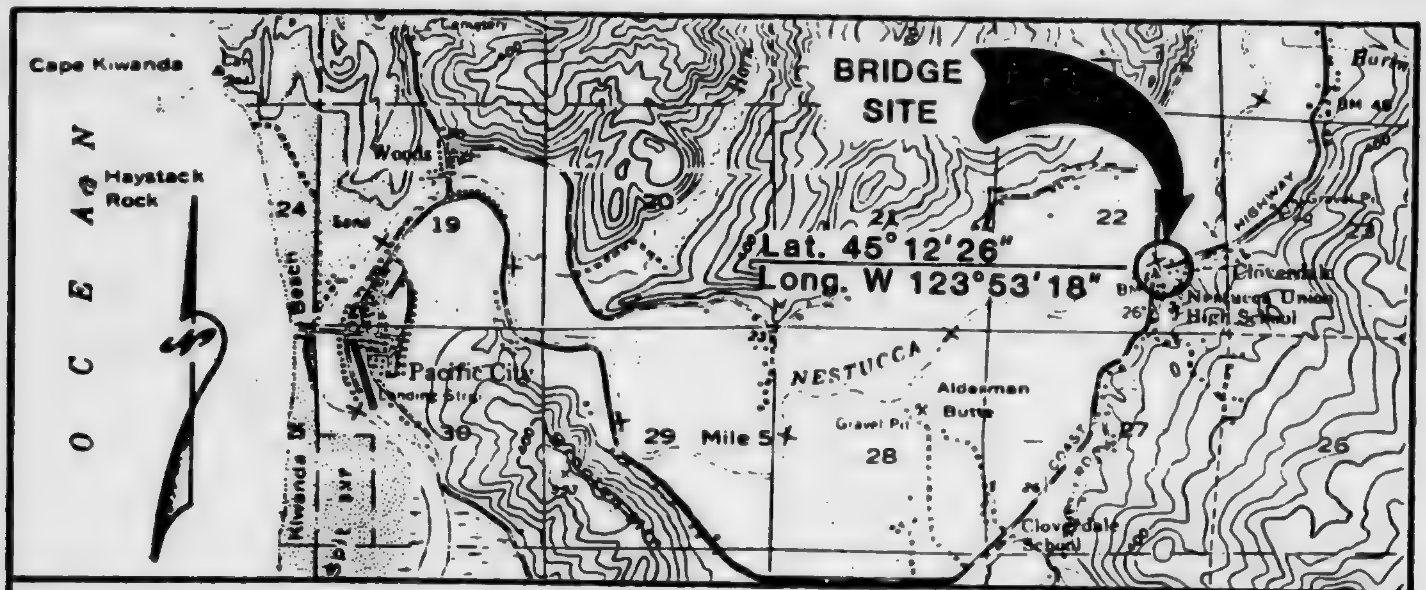
Interested individuals, agencies, and organizations are requested to comment, in writing, on the proposed bridge project. The proposal does not include fenders or other pier protection and we especially are interested in any comments about the need for such devices. Letters should explain the reasons for support of, or opposition to, the project. Comments should be addressed to: Commander, Thirteenth Coast Guard District, Aids to Navigation Branch, 915 Second Avenue, Seattle, Washington 98174, and should be mailed to arrive on or before 21 November 1983. Additional information may be obtained by calling Mr. Wayne Lee or Mr. John Mikesell at (206) 442-5864 or (FTS) 399-5864.

John E. Mikesell
T. M. NUTTING for
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Permit application drawings - 2 sheets
(2) Public notice, Oregon Department of Environmental Quality
(3) Public notice, Oregon Department of Land Conservation and Development


PACIFIC
BRIDGE SITE
Seaside
Cannon Beach
Tillamook
Rockaway
Garibaldi
Bay City
Cape Lookout
Cape Kiwanda
Pacific City
Hebo
Beaver
Cloverdale
Neskowin
Cascade Head
Lincoln City
Gleneden Beach
Depoe Bay
Grand Ronde
Willamina
Sheridan
McMinnville
Dallas
Falls City
SALEM
Stayton
Turner
Scotts Mills
Molalla
Canby
Oregon City
Estacada
Sandy
MT. HOOD
Portland
Vancouver
Camas
Washougal
Battle Ground
St. Helens
Scappoose
Vernonia
Woodland
Hillsboro
Forest Grove
Newberg
Dundee
Lafayette
Dayton
Amity
Woodburn
Silverton
Mt. Angel
Gervais
Hubbard
Aurora
Tigard
Sherwood
Gresham
COLUMBIA
WASHINGTON
TILLAMOOK STATE FOREST
YAMHILL
POLK
CLACKAMAS
MULTNOMAH
CLARK
NATIONAL
FOREST
Scale of Miles
10
0
10
20
30
40

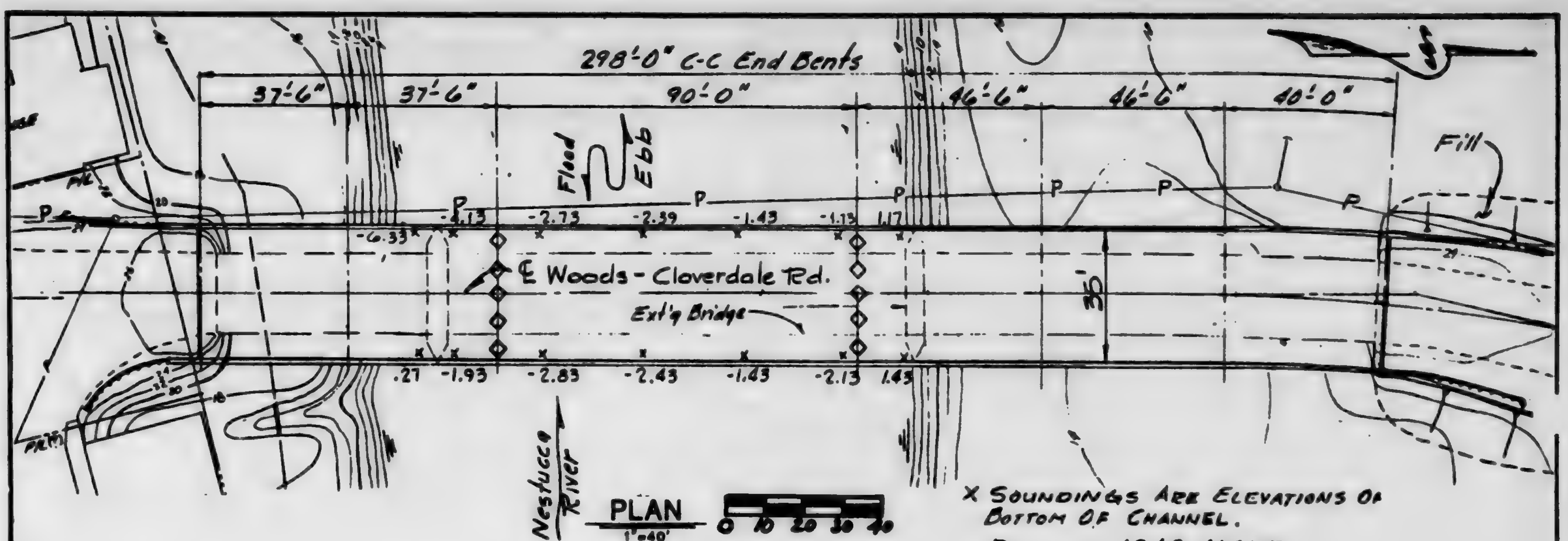
VICINITY MAP (FROM OREGON STATE ROAD MAP)


Cape Kiwanda
OCEAN
Haystack Rock
Woods
BRIDGE SITE
Lat. 45°12'26"
Long. W 123°53'18"
Cloverdale
Nestucca Union High School
HIGHWAY
NESTUCCA
Alderman Butte
Gravel Pit
Pacific City
Mile 5
Cloverdale School
19
20
21
22
23
24
26
27
28
29
30

LOCATION MAP (FROM HEBO QUADRANGLE MAP)

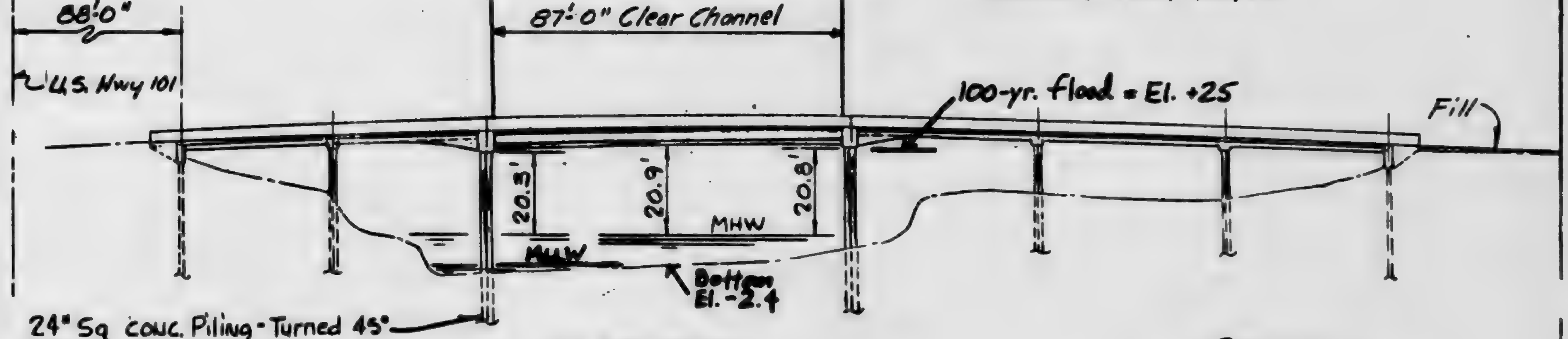
0 1 2 MILES
SCALE

PROPOSED CLOVERDALE BRIDGE
OVER NESTUCCA RIVER
RIVER MILE 7.0 NEAR CLOVERDALE
TILLAMOOK COUNTY, OREGON
APPLICATION BY: TILLAMOOK COUNTY
DATE: 9/30/83 SHEET 1 OF 2

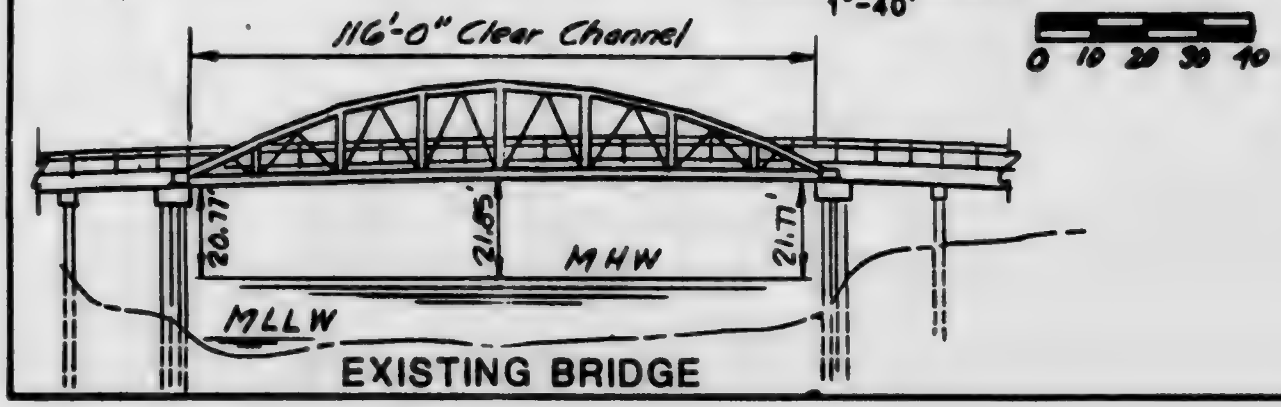

298'-0" C-C End Bents
37'-6"
37'-6"
90'-0"
46'-6"
46'-6"
40'-0"
Flood
Ebb
Fill
℄ Woods - Cloverdale Rd.
Ext'g Bridge
35'
-6.33
-1.13
-2.73
-2.39
-1.43
-1.13
1.17
.27
-1.93
-2.83
-2.43
-1.43
-2.13
1.43
Nestucca River
0 10 20 30 40

PLAN
1"-40'

X Soundings Are Elevations Of Bottom Of Channel.
Datum: 1949 NGVD


88'-0"
℄ U.S. Hwy 101
87'-0" Clear Channel
100-yr. flood = El. +25
Fill
20.3'
20.9'
20.8'
MHW
MLLW
Bottom El. -2.4
24" Sq. conc. Piling - Turned 45° (Typ.)

ELEVATION
1"-40'


0 10 20 30 40
116'-0" Clear Channel
20.77'
21.85'
21.77'
MHW
MLLW

EXISTING BRIDGE

DATUM:

WATER	LAND
MHW +8.3	+4.2
4.1	0.0 MSL
MLLW 0.0	-4.1

PROPOSED CLOVERDALE BRIDGE
OVER NESTUCCA RIVER
RIVER MILE 7.0 NEAR CLOVERDALE
TILLAMOOK COUNTY' OREGON
APPLICATION BY: TILLAMOOK COUNTY
DATE: 9/30/83 SHEET 2 OF 2

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON 229-5358

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

Public Notice

The following shall constitute public notice by the State of Oregon that the Department of Environmental Quality, pursuant to the requirements of Title 33, United States Code, Section 1341, has been requested to certify that there is reasonable assurance that the project described Public Notice No. 83-N-25 issued by Commander, Thirteenth Coast Guard District in Seattle, will comply with the applicable provisions of Title 33, United States Code, Sections 1311, 1312 1316 and 1317. Comments regarding possible water quality effect of the proposed project should be sent within 20 days to the State of Oregon, Department of Environmental Quality, P. O. Box 1760, Portland, OR., 97207.

GDC:
3/13/78

Department of Land Conservation and Development

1175 COURT STREET N.E., SALEM, OREGON 97310 PHONE (503) 378-4926

Notice of
Certification of Consistency with the
Oregon Coastal Management Program

Notice is hereby given that a certification has been filed with the Department of Land Conservation and Development, as provided in Section 307(c)(3) of the Coastal Zone Management Act, that the project described in U.S. Coast Guard Public Notice No. 83-N-25, will comply with the Oregon Coastal Management Program and that the project will be conducted in a manner consistent with that Program.

Anyone desiring to present views or considerations pertaining to the project's compliance or consistency with the Oregon Coastal Management Program may do so by providing their views in writing to the Division of State Lands, 1445 State Street, Salem, OR 97310; Before 21 November. 1983

REVIEW CRITERIA

Comments should address consistency with the applicable elements of Oregon's Coastal Management Program. These include:

- Acknowledged Local Comprehensive Plans
- Statewide Planning Goals
- Fill and Removal Law (when a state permit is required)

ADEQUATE INFORMATION?

A copy of the applicant's consistency certification and information supporting the certification are available through the Department of Land Conservation and Development. If you believe additional information is needed to make a decision on this application, please indicate this as soon as possible. Requests for additional information must describe why more information is needed to make the consistency decision.

INCONSISTENT?

If you believe this project is inconsistent with the Oregon Coastal Management Program, you should list the relevant policy (i.e., goal requirement or plan policy) and explain briefly why you believe the project is inconsistent. You should also describe how the project could be modified to make it consistent, if this is possible.

JM:ms

August 6, 1983

Board of County Commissioners
Tillamook County
P.O. Box 113
Tillamook, OR 97141

AGR

Attention: June Wagner
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 770

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement covering a bridge replacement project on the Nestucca River (Cloverdale) Bridge on Woods-Cloverdale Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (agree. att.)

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: June 15, 1983

FROM: R. N. Bothman
Assistant State Highway Engineer

SUBJECT: Highway Bridge Replacement Off-System Project FY 1984
Nestucca River (Cloverdale) Bridge No. 57C49
Woods - Cloverdale Road
Tillamook County

Tillamook County requests approval of a $964,700 project to replace Nestucca River Bridge No. 57C49 located at M.P. 0.05 on the Woods - Cloverdale Road. The existing three-span timber structure shows severe deterioration. A broken member in the timber truss main span has caused the bridge to be closed to all traffic. Traffic to the homes and farms west of Cloverdale must use a 10-mile detour.

The proposed project, shown on the attached map, will replace the existing structure with a new structure on the same alignment. The County's consultant will perform the preliminary and construction engineering. FY 1983 HBR funds will provide 80 per cent of the project financing, with Tillamook County providing the 20 per cent local match. Construction is planned for FY 1984.

JURISDICTION	PROPOSED PROJECT	TOTAL EST. COST	FEDERAL FUNDS	COUNTY SHARE	STATE SHARE
Tillamook Co.	Nestucca R.	$964,700	$771,760	$192,940	$--

This project has been investigated and is eligible for HBR funding. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H S Coulter
State Highway Engineer

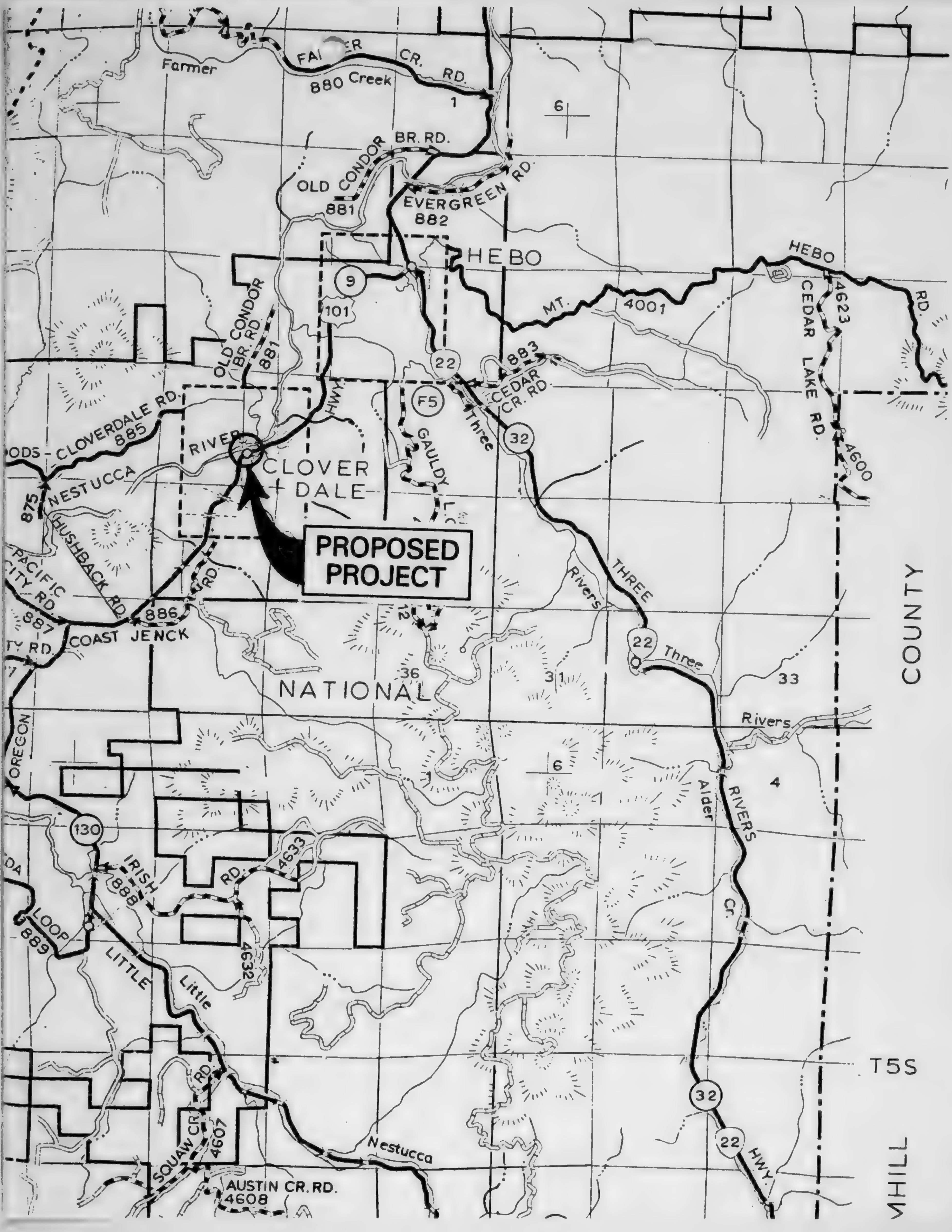
Date 6-16-83

orig to [illegible] tg.
Pat [illegible]
[illegible]
6/16

KEH:blm

81-123-1387

Contains Recycled Materials


FARMER CR. RD.
Farmer
880 Creek
1
6
OLD CONDOR BR. RD.
881
EVERGREEN RD.
882
HEBO
9
101
MT. HEBO RD.
4001
CEDAR LAKE RD.
4623
4600
OLD CONDOR (BR. RD.
881
22
883
CEDAR CR. RD.
F5
Three
32
HWY.
WOODS - CLOVERDALE RD.
885
RIVER
NESTUCCA
875
CLOVER DALE
GAULDY
PROPOSED PROJECT
HUSHBACK RD.
PACIFIC CITY RD.
887
886
RD
12
COAST JENCK
TY RD.
THREE
Rivers
22
Three
36
31
33
NATIONAL
COUNTY
Rivers
OREGON
6
4
Alder
RIVERS
130
IRISH
888
RD.
4633
LOOP
889
4632
LITTLE
Little
Cr.
T5S
32
SQUAW CR. RD.
4607
22
HWY.
Nestucca
AUSTIN CR. RD.
4608
MHILL

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
STATE HWY ENGR
AUG 9 '83
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

PROGRAM SECTION
8-9-83

cc: FHWA
State Highway Engine
Location Unit
Right-of-Way Section
Road Design Section
Environmental Sectio
Bridge Section
Aeronautics Div.
Fed-Aid Group
Reg. 2 Engr.: C. Fredrick
Dist. 1 Engr.: E. Everton

NOTED
H.S. COULTER

CONCLUSIONS

APPLICANT: STATE DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: NESTUCCA RIVER BRIDGE SECTION (CLOVERDALE)

DATE: JULY 29, 1983 TILLAMOOK CO.

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

  ☐ may exist.

  ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

  ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 830707-013-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Dolores Streeter
A-95 Coordinator

PNRS #3
Revised 4/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
JUL 11 1983
DIVISION OF STATE LANDS

JUL 13 1983

PNRS STATE REVIEW

Project #: OR 830707-013-2 Return Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By CH.

9832

July 22, 1983

PRO ACC

Tillamook County
 Board of Commissioners
Courthouse
Tillamook OR 97141

Attn: Mr. Jon Usher
 Director of Public Works

Dear Mr. Usher:

We have received Federal Highway Administration (FHWA) approval for the preliminary engineering of the Nestucca River (Cloverdale Road) Bridge. This is a Special Bridge Replacement Project No. BROS-2900(4).

The estimated cost of the PE for this project is $61,700. The County's share and advance deposit is 20% or $12,340.

Please make this advance deposit in the amount of ($12,340) as soon as possible so the P.E. work can begin.

You may use one of three options for making this payment. These are described on the attached sheets.

Rec'd
8-1-83

Very truly yours

Gary A. Potter, Manager
Program Section

HR:pf
Attachment
bcc w/AD #83-63: Phil Stearns, Region 2
 Vern Skoog - Please return completed AD #83-63
 when advance deposit is received.

1

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Tillamook County

SECTION Nestucca River (Cloverdale) Bridge
~~Cloverdale Bridge~~
Woods- Cloverdale Rd (OS)

REGION 2

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 529-1987

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$ 300	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		500	918 LOCATION			935 SOILS		
904 CONSULTANT		40,000	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		1,000	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		200 ~~250~~
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		8,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		200			
						TOTALS	$61,700	$ 61,700
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BROS-2900(4)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for bridge replacement project. Survey and design will be done by Consultant.

1 Versteeg ✓
cy Anderson
2 Adams
cy [illegible]
3 Steudeman
Trepha
4 Trout
cy Wakerlig

RECEIVED
AUG 01 1983
ROAD DESIGN SECTION

Do not File
Return to
Bring Up
Action

Lyle

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 7/21/83
RECOMMENDED, REGION ENGINEER X by	DATE 6-10-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 7-20
RECOMMENDED, LOCATION ENGINEER X	DATE 7/19/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 7-18-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART I - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1822

SECTION Nestucca River (Cloverdale) Bridge ~~Cloverdale Bridge~~

REGION 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM 0.0 TO 0.1	LENGTH 0.1 mi
☐ URBAN ☑ RURAL	CITY	COUNTY Tillamook	ROAD/STREET NAME Woods - Cloverdale Road
ROUTE # C-885	FEDERAL AID # Off System	APPLICANT (IF OTHER THAN STATE) Tillamook County	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 61.7 ~~57.0~~
RIGHT OF WAY		$ 10.0
ROADWAY	$ 122.6	
STRUCTURES	$ 507.0 ~~504.0~~	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 14.6	
Remove Exst Struct	$ 32.0	
40% ENGINEERING & CONTINGENCIES	$ 270.5 ~~256.5~~	
TOTAL CONSTRUCTION		$ 946.7 ~~897.7~~
TOTAL ESTIMATE		$ 1,018.4 ~~964.7~~

PROJECT DATA		
GRADING	(✓)	✓
PAVING	(✓)	✓
STRUCTURES	(✓)	✓
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY		
FILES	(#)	2
ACRES	(#)	0.3
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	C
CONSTRUCTION ENGINEERING	(S,C,A)	C
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
RIGHT OF WAY ACQUISITIONS	(S,C,A)	S

CONSTRUCTION BY
- ☑ CONTRACT
- ☐ STATE FORCE
- ☐ CITY FORCE
- ☐ COUNTY FORCE
- ☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) / ASAP	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	On Shldrs
AVERAGE DAILY TRAFFIC	475	
YEAR OF AVERAGE DAILY TRAFFIC	Current Co Est	

DEFINE THE PROBLEM

The existing three-span timber structure has deteriorated. A broken member in the timber truss main span has caused the bridge to be closed to all traffic. Traffic to the homes and dairy farms west of Cloverdale must use a 10-mile detour.

PROPOSED SOLUTION

Reconstruct a modern structure in the same locatio

REQUESTED, REGION ENGINEER X by Philip O.	DATE 6-10-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION	Nestucca River (Cloverdale) Bridge ~~Cloverdale Bridge~~
REGION	2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

A—95	A	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	C
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	C	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	C	IRRIGATION	N	FLOOD PLAIN	C	CULTURAL RESOURCE	N ~~C~~
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	C	CORPS OF ENGINEERS	C	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	C	COAST GUARD	C	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	C	STATE LANDS	C	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	C
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	C	BUILDING	C	SECTION 4(F)	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	N			SIGNALS		OLD (#)	NEW (#)

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
2			

UTILITIES	5 (LIST BELOW)

COMPANIES
Cloverdale Sanitary District
Cloverdale Water District
United Telephone Co
Tillamook County PUD
Cable Television

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)		ACCESS CONTROL (Y/N)	N	DESIGN SPEED 25	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
—	—	—	—	0'-1'	—	—	10	×	10	—	—	0'-1'	—	—	—	—
—	~~5~~	—	—	6	—	—	12	—	12	—	—	6	—	—	~~5~~	—

PROPOSED STRUCTURE

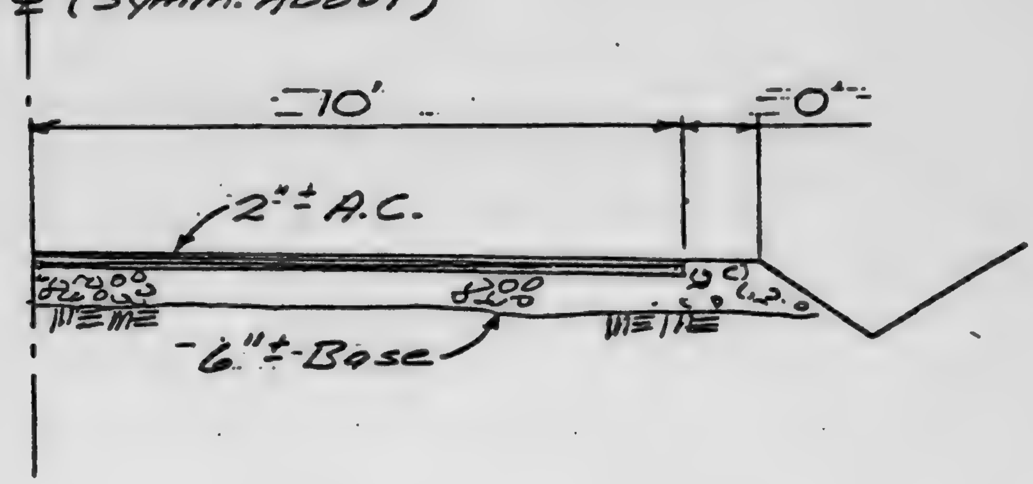
SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class 'B' AC	4"	2"			
Aggregate Base	12"				

STRUCTURE DATA

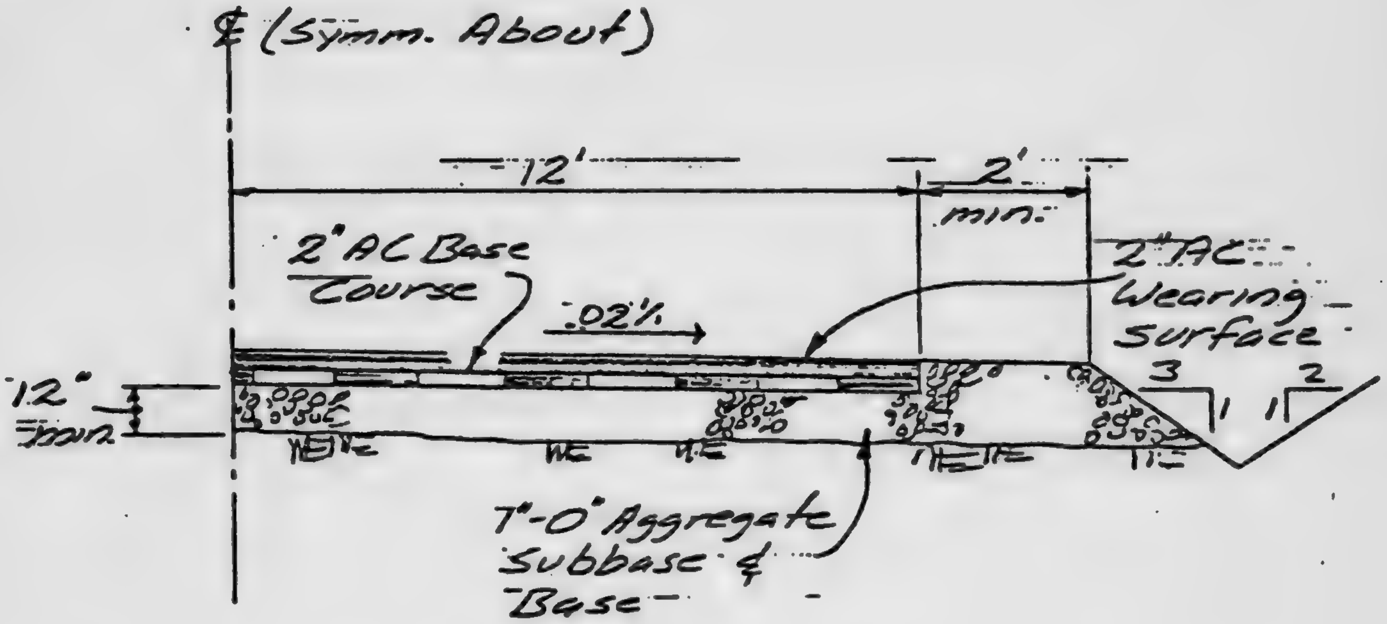
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	290	36'	507,000 ~~$504,000~~	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date 7/19/83


℄ (Symm. About)
±10'
±0'±
2"± A.C.
6"± Base

EXISTING ROADWAY

No Scale

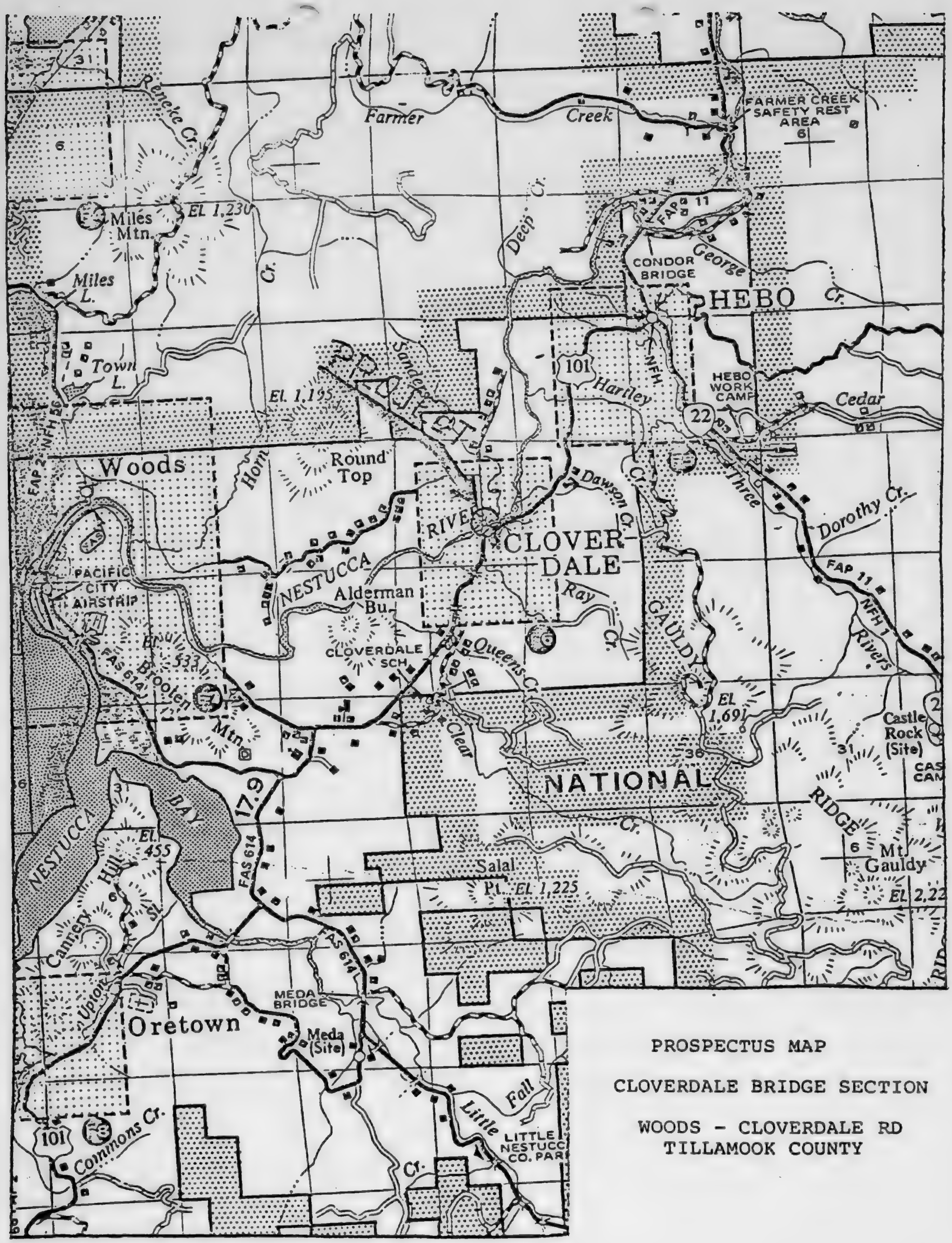

℄ (Symm. About)
12'
2'
min.
2" AC Base Course
.02%
2" AC Wearing Surface
12"
min.
3
1
1
2
1'-0" Aggregate Subbase & Base

NEW ROADWAY

No Scale

CLOVERDALE BRIDGE

TILLAMOOK COUNTY.


Reneke Cr.
Farmer Creek
FARMER CREEK SAFETY REST AREA
Miles Mtn.
EL 1,230
Miles L.
Deep Cr.
FAP 11
CONDOR BRIDGE
George Cr.
HEBO
Town L.
Sanders
El. 1,195
101
NFH
Hartley
HEBO WORK CAMP
22
Cedar
Woods
Round Top
Dawson Cr.
Three
Dorothy Cr.
RIVER
CLOVERDALE
NESTUCCA
PACIFIC CITY AIRSTRIP
Alderman Bu.
Ray Cr.
FAP 11
NFH 1
Rivers
CLOVERDALE SCH
Queens Cr.
GAULDY
El. 533
FAS 614
Brooten Mtn.
El. 1,691
Castle Rock (Site)
Clear Cr.
NATIONAL
RIDGE
17.9
NESTUCCA BAY
El. 455
Cannery Hill
Salal Pt.
EL 1,225
Mt. Gauldy
MEDA BRIDGE
Oretown
Meda (Site)
Fall Cr.
Little
LITTLE NESTUCCA CO. PARK
101
Commons Cr.

PROSPECTUS MAP

CLOVERDALE BRIDGE SECTION

WOODS - CLOVERDALE RD
TILLAMOOK COUNTY

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2900(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO:

5. ITEM NO. 30154

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/18/83

8. FEDERAL ROUTE NUMBER Non-Federal Aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Nestucca River (Cloverdale Rd) Bridge

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage and utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

TEC $61,700 - FF $49,360.

13. REMARKS

As requested by Mr. Potter's PEA dated 7/13/83 and subject to comments received under the A95 review process.

RECEIVED
STATE HWY ENGR
JUL 19 '83
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to
7/19

14. DATE 7/18/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

9872

July 14, 1983

Nestucca Rural Fire Protection District
Cloverdale, OR 97112

This is to advise you that Tillamook County has requested emergency bridge replacement funds to replace the Cloverdale Bridge.

The funds are administered by the Oregon Department of Transportation and must be approved by the Federal Highway Administration. I am advised the necessary paperwork is being handled expeditiously by ODOT, and will be presented to the Federal Highway Administration for approval within the month.

If you desire further information, you should contact C. O. Fredrickson, Region 2 Engineer, 207 East Salem Highway Bldg., 2960 State Street, Salem, OR 97310. His phone number is 378-2626.

Sincerely,

Victor Atiyeh
Governor

VA:bb

bc: Highway Division ✓

RECEIVED
STATE HWY ENGR
JUL 20 '83
REFER TO
Fredrickson
FOR

Info	Inves	R/D	O/R	Sign	Act	File

cy
7/21

D.O.T.

NESTUCCA RURAL FIRE PROTECTION DISTRICT
CLOVERDALE, OREGON 97112

June 29, 1983

900

[illegible] 05 1983
Governor's Office

[illegible] response
[illegible] signature
for [illegible] 7-14
by
Thank you.

PLEASE RETURN
ORIGINAL LETTER

The Honorable Vic Atiyeh
Governor of Oregon
254 State Capitol Building
Salem, Oregon 97310

Sir:

The Nestucca Rural Fire Protection District in Tillamook County wishes to ask for your assistance in expediting the application for emergency Federal Highway Bridge Replacement funds for the County Bridge in Cloverdale, Oregon.

The Cloverdale Bridge has been barricaded and closed to all traffic, including pedestrians since it failed on May 23, 1983. Detailed analysis by the County's structural consultants has established that the bridge is on the verge of collapse. The general condition of the bridge is so poor that temporary repairs are economically unfeasible.

The closure of this bridge places a portion of our district in a position of dangerous isolation in the event of high water. It also presents a hardship on emergency services, schools, market outlets, supplies for dairy farms and general access.

The citizens of this district are greatly concerned about this serious condition and hope you will do everything in your power to have this County bridge in full operation as soon as possible.

Thank you in advance for your concern and assistance.

Sincerely yours,

Royce Fletcher
President

Lee Hill
Vice-President

H. L. Jones
Secretary/Treasurer

John Hurliman
Board Member

Wilford Rock
Board Member

Ken Lane
Fire Chief

cof

DOT DIRECTOR
JUL '83
Bell

mlh

9832

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRAN RTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND 7-13-83 REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. N	ROUTE NO. STATE
Co. Rd., Cloverdale "Nestucca River (Cloverdale Rd.) Br."	114	30154	BROS-2900(4)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

County Tillamook Code 057

A-95 Review:

State Cl. Ho. .... Exempt___ Date Approved__________

Dist. 1 Cl. Ho. ..... Exempt___ Date Approved__________ No Reply___

Project Environmental Assessment: FHWA Concurrence Dated 7-6-83

1-EIS _____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI _____

Notes: (1) Project in Congressional District 1.

(2) Structure No. 57-C-49.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 61,700
80%	FF	$ 49,360
	STATE	$ ---
	Co.	$ 12,340

For PR-37:

Field Phase $______

PS&E Phase $______

REMARKS:
1) Enclosed is a copy of survey authority and sketch maps.
2) Included in approved bridge replacement inventory list with sufficiency rating of 19.1.

CL:bks

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
7-13-83	ORIGINAL SIGNED BY GARY A. POTTER GARY A. POTTER	MANAGER, PROGRAM SECTION

9832

nold

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

July 13, 1983

D. R. Sutton, Secretary-Manager
Tillamook County Creamery Assoc.
PO Box 313
Tillamook, OR 97141

Re: Nestucca River (Cloverdale) Bridge

Your concern regarding the closure of the Cloverdale Bridge is appreciated and shared by many others.

The structure is beyond repair so it will have to be replaced. Tillamook County has requested emergency funds from the Highway Bridge Replacement (HBR) program. The funds are administered by the Highway Division and require approval from the Federal Highway Administration (FHWA).

The necessary documents to secure funding have been processed and are presently in the hands of the FHWA. Authorization should occur within the month.

Once the FHWA authorizes the funds, Tillamook County may advise the Consulting Engineer to proceed with preliminary engineering and design of the new structure. It may be possible, and this is an optimistic view, to contract for construction this fall.

Everyone concerned has and will continue to work expeditiously toward replacing the Cloverdale Bridge.

If you wish further information, please call me at 378-2626.

Sincerely,

Phil

Phillip O. Stearns
REGION 2 FEDERAL AID SPECIALIST

POS/rgb

cc: G. A. Potter

PROGRAM SECTION
MANAGER GP PROJECT UNIT S ✓
JUL 14 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO Husby
FOR ________

734-1867

TILLAMOOK COUNTY CREAMERY ASSOCIATION

Producers of genuine "TILLAMOOK CHEESE"

P. O. Box 313
TILLAMOOK, OREGON 97141

AREA CODE 503
PHONE 842-4481

July 8, 1983

Mr. Phillip Stearns
Oregon State Highway Division
205 E. Salem Highway Bldg.
2960 E. State Street
Salem, OR 97310

Dear Mr. Stearns:

The Tillamook County Creamery Association Board of Directors has directed me to inform you of their concern for the closure of the Cloverdale bridge.

The closure of the bridge has isolated 45 families including 12 dairy farm families from emergency medical services and fire services.

In addition, the closure will significantly increase farm operation costs. Annual milk hauling costs alone are estimated to increase in the amount of $4,400.

We strongly urge you to consider emergency action to hasten the repair of the Cloverdale bridge.

Sincerely,

TILLAMOOK COUNTY CREAMERY ASSOCIATION
BOARD OF DIRECTORS

DR Sutton

D. R. Sutton, Secretary-Manager

DRS/ps

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 13, 1983

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
30154	BROS-2900(4)	Nestucca Riv. (Cloverdale Rd.) Br. PNRS #OR 830707-013-2

CL:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

9332

REPORT OF ACTION UNDER DELEGATED AUTHORITY
BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Projects (FAS-C, FAUS, SOS, HBR, and FAI-X), I approved the following:

copies O&T

SECTION & JURISDICTION	TOTAL EST. COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
FAI-X PROJECTS					
SE 122nd Ave.-SE Jenne Rd., SE Foster Rd., Portland	$420,000	$357,000	$ ---	$ 63,000	6-29-83
HBR PROJECTS FY 1983 Funds Off-System					
Nestucca River (Cloverdale) Bridge No. 57C49 Cloverdale Road Tillamook County	$964,700	$771,760	$ ----	$192,940	6-16-83

SEE ATTACHMENT FOR 48 OTHER HBR PROJECTS APPROVED 7-5-83.

July 6, 1983

H.S. Coulter, P.E.
State Highway Engineer

7/7
orig to Gorman
cy Potter
files

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

NOTED
H. S. COULTER

July 5, 1983

RECEIVED STATE HWY ENGR						
JUL 5 '83						
REFER TO Schwartz						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
X						

NOTED
W. E. SCHWARTZ

The Honorable Tony Meeker
Senate Republican Leader
Senate Republican Office
State Capitol
Salem, OR 97310

Dear Senator Meeker:

SUBJECT: Nestucca River Bridges
@ Cloverdale and Woods

The situation with the Cloverdale and Woods bridges is critical. The Cloverdale bridge is closed to all traffic, including pedestrian. The Woods bridge has been restricted to a five-ton load limit. The only detour available for trucks is the Pacific City bridge.

Both structures are under Tillamook County jurisdiction. The County has requested Highway Bridge Replacement (HBR) funds under an emergency basis to replace the Cloverdale bridge. The ODOT Commission appproved the project June 16, 1983. The necessary paperwork and reviews are being handled expeditiously to obtain Federal approval. The County has selected OBEC Consulting Engineers to perform the engineering. Everything possible is being done to expedite replacement of the Cloverdale bridge. At this time, it is difficult to say if consutruction will occur this year., A possible delaying factor could be in obtaining a Coast Guard permit.

The Woods bridge is in very poor condition. It has a sufficiency rating of 6.9 on the National Bridge Inventory. A sufficiency rating of 50.0 or less qualifies a structure for HBR funding. The County is attempting to secure funding to replace Woods bridge.

Tillamook County is making every effort to replace its critical bridges. Presently funded are the Nestucca River (Johnson) bridge, North Fork Trask River bridge, and North Fork Nehalem River (Scovill) bridge. All are funded under the HBR program, which requires 20% local matching monies. The remaining 80% is Federal-aid. Needless to say, there is a strain on the County road budget.

If you require additional information, feel free to call me at 378-2626.

Sincerely,

C. O. Fredrickson, P.E.
REGION ENGINEER

POS:COF/bah

cc: H. S. Coulter W/Attach.

OREGON STATE SENATE
STATE CAPITOL
SALEM 97310

SENATOR TONY MEEKER
SENATE REPUBLICAN OFFICE
(503) 378-8176

June 24, 1983

C. O. Fredrickson
Region 2 Engineer
2960 E. State Street
Salem, OR 97310

Dear Mr. Fredrickson:

You will find enclosed a letter I received from Mr. Michael McDaniel concerning two bridges which have been taken out of service at Cloverdale and at Woods, along the Oregon Coast. I would appreciate it if you could provide me some information on the state of these bridges and particularly, whether there are plans for reopening these bridges at some time in the future.

Thank you for your assistance.

Yours truly,

Tony

Tony Meeker
Senate Republican Leader

TM:ss
Enclosure

McDANIEL *Grain and Feed Co.*

P. O. BOX 828 McMINNVILLE, OREGON 97128

[redacted]

June 20, 1983

Senator Tony Meeker
Senate Office Building
Salem, Oregon

Dear Tony:

We would like to enlist your help with some bridge problems we and our customers have on the Coast. Two bridges, one at Cloverdale and one at Woods, have been taken out of service for truck traffic. This affects ourselves, 12 dairies, and 45 families.

To make deliveries to these people we have to run a circuitous route through Pacific City and up the Coast highway. It not only increases the expense for the services our customers receive but it makes it difficult for these people to travel in the often flooded winter conditions in this area. Of course, this problem affects all other services these people receive such as milk hauling, hay deliveries, etc.

If there are plans for reconditioning these two bridges we would appreciate hearing about them. If there are no current plans for repair, let us know how to contact the people responsible for these structures so we can encourage the rehabilitation of the bridges.

Thank you for your attention to these matters.

Sincerely yours,

Michael J McDaniel

Michael J. McDaniel

MAC BRAND FEED

MEMBER
OREGON FEED & SEED DEALERS
PACIFIC SEEDMEN'S ASSOCIATION
AMERICAN SEED TRADE ASSOCIATION
SOUTHERN SEEDMEN'S TRADE ASSOCIATION

Processors and Wholesale Dealers of Oregon Grown Grasses and Legume Seeds
Manufacturers of Mac Brand Feed

7833

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:
PRO

Date: June 30, 1983

To: Executive Department
Federal-Aid Coordination Unit

Clatsop-Tillamook Intergovernmental Council
P.O. Box 488
Cannon Beach, Oregon 97110

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 1
Section: Nestucca Riv. (Cloverdale) Br. Sec.
Highway: Woods-Cloverdale Rd.
County: Tillamook

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be August 10, 1983.

JLG:bks
Attachments

bc:
- D.E. Wilken, FHWA
- H.S. Coulter ✓
- R.N. Bothman
- F.E. Terpin
- J.B. Boyd (2)
- J.H. Versteeg (3)
- Cam Gilmour
- W.J. Hart
- Reg. 2 Engr.: C.O. Fredrickson
- Dist. 1 Engr.: E.L. Everton
- Aeronautics Division
- David Powers, Parks
- J.L. Gaither

RECEIVED
STATE HWY ENGR
JUL 5 '83
REFER TO

FOR						
Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 Gary A. Potter	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Nestucca Riv. (Cloverdale) Br. Sec.			
11	12] PROJECT LOCATION—CITY Woods-Cloverdale Rd.	PROJECT LOCATION—COUNTY Tillamook	PROJECT LOCATION [79 SEC: 22 T: 4S R: 10W	

05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)
06	12] Replace closed bridge to reopen road; thereby, eliminating a ten mile [71
07	12] detour. [71
08	12] [71
09	12] [71
10	12] [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	771,760		---	192,940		964,700

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: June 30, 1983	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 August	43] DAY [44 10	45] YEAR [46 1983

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance?	No ☐	Yes ☒
I. B. Is the proposal consistent with statewide land use goals?	No ☐	Yes ☒
I. C. Is the proposal consistent with state and regional plans?	No ☐	Yes ☒
II. Will the project have an impact on a neighboring jurisdiction?	No ☒	Yes ☐
If so, is the project consistent with the comprehensive plan for that jurisdiction?	No ☐	Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 30, 1983

VI. If project includes state funds (12C), identify agency ----

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project, Categorical Exclusion according to the 1978 environmental quality guidelines.

PROJEC PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: CLOVERDALE BRIDGE

REGION: 2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way impacts are minor. The project may require acquisition of one-third of an acre on the north end bridge approach.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

This bridge is a major link to timber and dairy operations in south Tillamook County.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The bridge is near complete failure and is closed to all auto and pedestrian traffic. This bridge serves eleven large dairy operations, 45 homes, and private and public timber holdings. The closure of the bridge creates a ten-mile detour over the Woods Bridge in Pacific City, which also has a load limit.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

There will be new footings in the Nestucca River when this bridge is replaced. The Nestucca River is one of the major Chinook salmon, steelhead, Coho salmon, and trout spawning rivers on the Oregon Coast. Care will be taken to assure fish migration is not affected by bridge construction.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The project is critical to the economy of the area. The traffic from the Cloverdale Bridge is being routed over the Woods Bridge at Pacific City, a ten-mile detour. The Woods Bridge is also in poor condition with posted load limits.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

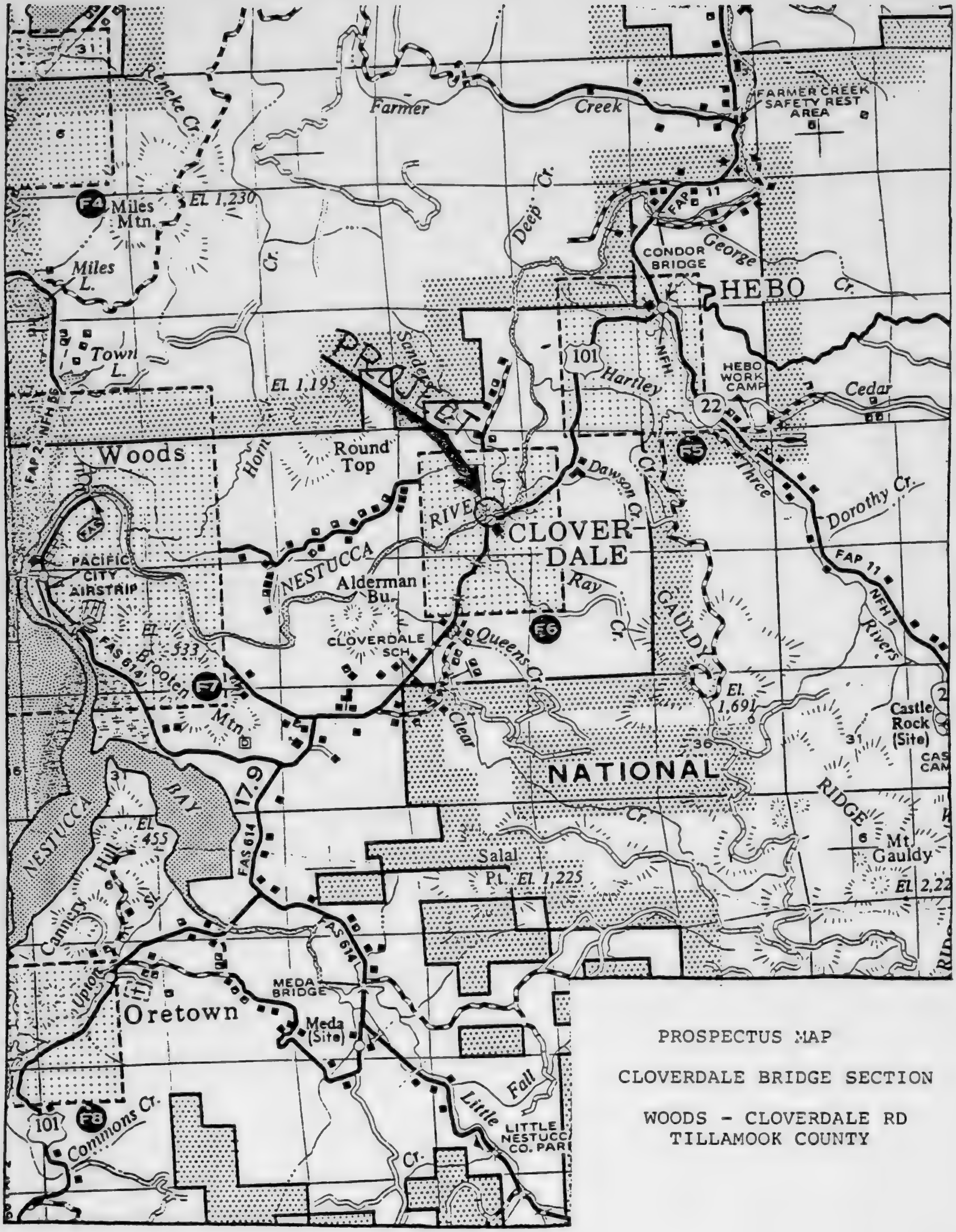
Reconstruction of an existing bridge on the same alignment qualifies as a Categorical Exclusion under 23 CFR 771.115.

OTHER DOCUMENTATION

Division of State Lands Fill/Removal Permit
Possible Coast Guard Permit

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michale K. Shultz	378-2626	

734-1913 (7-82)


PROJECT
Farmer Creek
FARMER CREEK SAFETY REST AREA
Reneke Cr.
Miles Mtn.
EL 1,230
Miles L.
Town L.
Deep Cr.
Cr.
FAP 11
George Cr.
CONDOR BRIDGE
HEBO
101
Hartley
NFH
HEBO WORK CAMP
Cedar
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EL 1,195
Sanders
Woods
Round Top
Horn
Dawson Cr.
Three
Dorothy Cr.
FAP 2
NFH 56
PACIFIC CITY AIRSTRIP
NESTUCCA
RIVER
CLOVER-DALE
Alderman Bu.
Ray Cr.
GAULDY
FAP 11
NFH 1
Rivers
EL 533
Brooten Mtn.
FAS 614
CLOVERDALE SCH
Queens Cr.
Clear
EL 1,691
Castle Rock (Site)
NATIONAL
RIDGE
Mt Gauldy
EL 2,22
NESTUCCA BAY
17.9
EL 455
Cannery Hill
Salal Pt. EL 1,225
Cr.
Upton
Oretown
MEDA BRIDGE
Meda (Site)
Little Fall Cr.
LITTLE NESTUCCA CO. PARK
101
Commons Cr.
F4
F5
F6
F7
F8

PROSPECTUS MAP

CLOVERDALE BRIDGE SECTION

WOODS - CLOVERDALE RD
TILLAMOOK COUNTY

9832

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 8-2878

INTEROFFICE MEMO

FILE: AGR (x ACC 5-4)

TO: Gary A. Potter, Manager
PROGRAM SECTION

DATE: June 29, 1983

FROM: V. E. Skoog
Controller

SUBJECT: Pre-award Evaluation
OBEC Consulting Engineers
Nestucca River (Cloverdale) Bridge
BROS-2900

Your memo dated June 20, 1983, requested that we perform a pre-award evaluation as required by federal and state procurement procedures on the Preliminary Engineering proposal submitted by OBEC to Tillamook County.

The following typographical error on Pg. 2 of Exhibit A should be corrected:

From "Equipment Rental $15 per day at 6 *months*"
To "Equipment Rental $15 per day at 6 *days*"

We recommend approval of this agreement contingent upon the correction of this error and the inclusion of the Budget Reference on Page 11.

Distributed
7-13-83 MCH

KLJ:njl
Attachment

need PR1240 and advance deposit.

PROGRAM SECTION
MANAGER GP PROJECT UNIT 5 ✓
JUL 11 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO Mainer
FOR ________

Contains Recycled Materials

81-125-1307

PAUL A. HANNEMAN
TILLAMOOK, WASHINGTON, YAMHILL,
POLK, AND LINCOLN COUNTIES
DISTRICT 3

REPLY TO ADDRESS INDICATED:
☐ House of Representatives
Salem, Oregon 97310
☐ 35010 Resort Drive
Cloverdale, Oregon 97112

COMMITTEES
Member:
Ways and Means

1859

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

RECEIVED
STATE HWY ENGR
JUN 29 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

June 27, 1983

Phillip Stearns
Oregon State Highway Division
205 E. Salem Highway Bldg.
2960 E. State Street
Salem, OR 97310

Dear Phil:

The Tillamook County Commission informs me of your efforts to secure Federal Bridge Replacement funds for the Cloverdale bridge, and their plans for a temporary floating pedestrian structure in the interim.

Please let me know whether there is anything at all that I can do to help. Here at the state level, I feel that I'm in the middle between Federal funds for the new bridge and County efforts for the pedestrian structure.

Still, this facility is desperately needed for medical emergencies and for milk shipments from the north side farms, especially when winter floodwaters threaten closure of the only access.

Keep me informed. Thank you.

Sincerely,

Paul Hanneman

Paul Hanneman
State Representative
District 3

NOTED
W. E. SCHWARTZ

PH:rjn
cc: Fred Miller✓
Gerald Wimer
Senator Mark Hatfield
Senator Bob Packwood
Representative Les AuCoin
Walter Budd
Robert Good
John Griggs
Ken Lane
Tillamook County Commission
Tillamook County Creamery Association

RECEIVED
DOT DIRECTOR
JUN 28 '83
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO 3

9832

TO: Phillip O. Stearns
Region Federal Aid Specialist

DATE: June 23, 1983

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Nestucca River (Johnson) Bridge
County Road
Tillamook County

I have reviewed your letter of June 20 and the attached June 13 letter from John Oshel, Tillamook County Director of Public Works, regarding a waiver of matching funds on Tillamook County bridges.

You correctly advised Tillamook County that a project let next spring is too late to take advantage of match deferral, especially since the deferral is on an expenditure basis.

One word of caution is in order after reading Mr. Oshel's letter to you. You should tell Tillamook County that on or about September 1, 1984, we will be asking for an indication from local governments who have deferred match to indicate their desire to either pay back in cash or suffer reduced future statutory allotments of revenue.

I note from Tillamook County's letter that their cash flow would allow them to make a payment in November 1984. If deferred funds are not paid by September 30, 1984, then the County will have to agree to a reduced future allocation of State revenue to recover the amount of deferred funds. In this case, we would charge interest for the period of time past September 30, 1984 that it took to recover the funds.

I believe you should advise the County of this fact so they could plan to repay the deferred match prior to September 30, 1984.

GAP:lb

cc D. E. Swan w/att.

cc. Jan Peterson

5

81-125-1307

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

June 20, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Project Classification
Cloverdale Bridge
Woods - Cloverdale Road
Tillamook County
HBR-2900(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
July 7, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L.E. George (2)
G.A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Cost & Records Special.
Surfacing Design
General Files
Chuck Frederickson
Mike Schultz
William Fretwell
Eldon Everton

CMG:lb

Attachments (4)

cc: U.S. Coast Guard, 13th District, ATTN: John Mikesell w/attach

7/6/83
for Division Administrator Date

2 1983

SION

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT E RONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION CLOVERDALE BRIDGE	REGION 2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way impacts are minor. The project may require acquisition of one-third of an acre on the north end bridge approach.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

This bridge is a major link to timber and dairy operations in south Tillamook County.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The bridge is near complete failure and is closed to all auto and pedestrian traffic. This bridge serves eleven large dairy operations, 45 homes, and private and public timber holdings. The closure of the bridge creates a ten-mile detour over the Woods Bridge in Pacific City, which also has a load limit.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

There will be new footings in the Nestucca River when this bridge is replaced. The Nestucca River is one of the major Chinook salmon, steelhead, Coho salmon, and trout spawning rivers on the Oregon Coast. Care will be taken to assure fish migration is not affected by bridge construction.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The project is critical to the economy of the area. The traffic from the Cloverdale Bridge is being routed over the Woods Bridge at Pacific City, a ten-mile detour. The Woods Bridge is also in poor condition with posted load limits.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

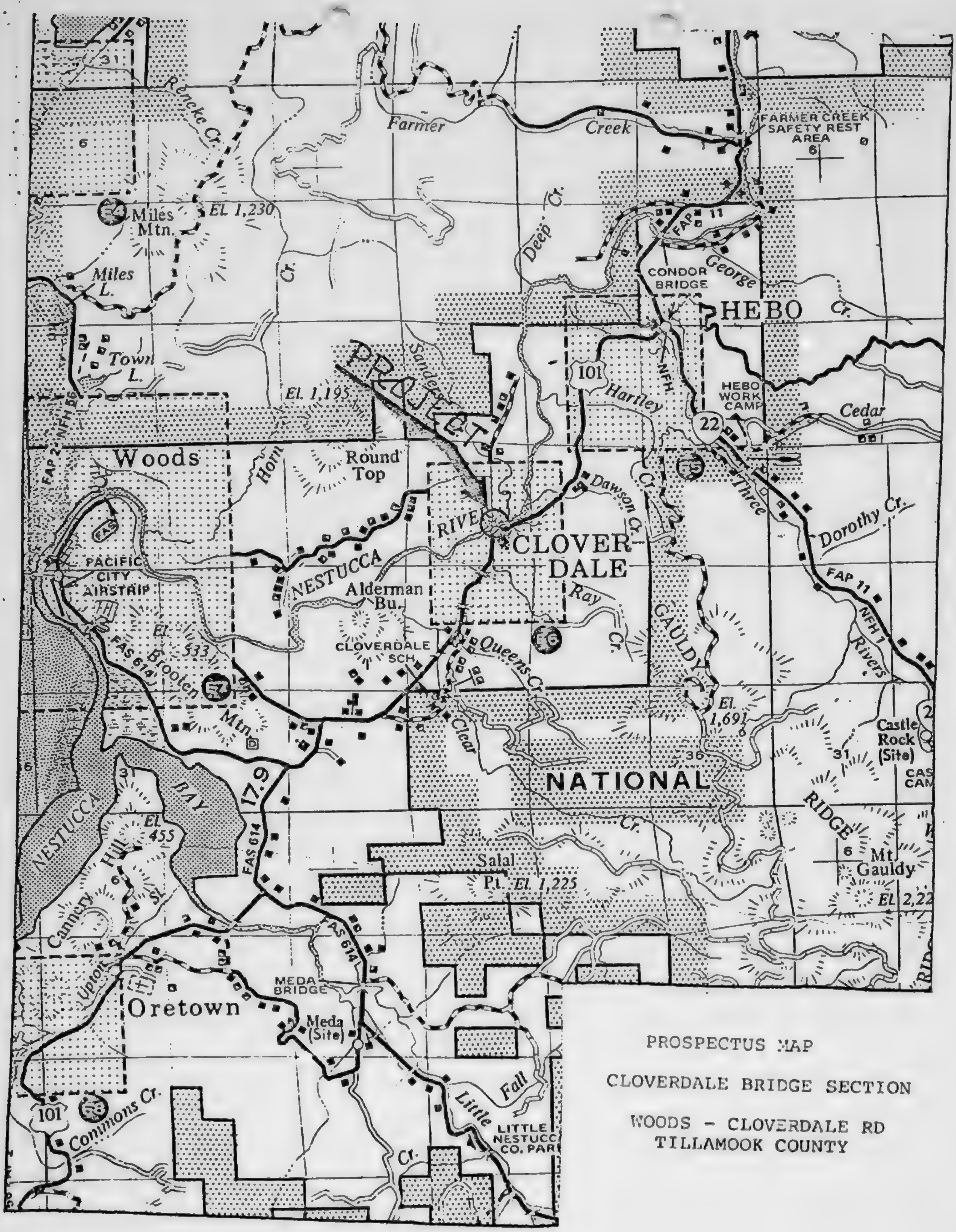
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

Reconstruction of an existing bridge on the same alignment qualifies as a Categorical Exclusion under 23 CFR 771.115.

OTHER DOCUMENTATION

Division of State Lands Fill/Removal Permit
Possible Coast Guard Permit

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michale K. Shultz	378-2626	


Reneke Cr.
6
31
Miles Mtn.
EL 1,230
Miles L.
Town L.
Farmer
Creek
FARMER CREEK SAFETY REST AREA
Deep Cr.
FAP 11
George
CONDOR BRIDGE
HEBO
Cr.
101
Hartley
N.F.H.
HEBO WORK CAMP
22
Cedar
PROJECT
Sanders
El. 1,195
Woods
Round Top
Horn
FAP 2
NFH 5
FAS
PACIFIC CITY AIRSTRIP
RIVER
NESTUCCA
CLOVERDALE
Dawson Cr.
Three
Dorothy Cr.
Alderman Bu.
Ray Cr.
GAULDY
FAP 11
NFH 1
Rivers
El. 533
FAS 614
Brooten
Mtn.
CLOVERDALE SCH.
Queens Cr.
Clear
El. 1,691
Castle Rock (Site)
NATIONAL
36
31
RIDGE
NESTUCCA
BAY
17.9
FAS 614
El. 455
Hill
Cannery
Sl.
6
Salal Pt.
El. 1,225
Cr.
Mt Gauldy
El 2,22
Union
Oretown
MEDA BRIDGE
Meda (Site)
FAS 614
101
Commons Cr.
Little
Fall
Cr.
LITTLE NESTUCCA CO. PARK

PROSPECTUS MAP

CLOVERDALE BRIDGE SECTION

WOODS - CLOVERDALE RD
TILLAMOOK COUNTY

STATE OF OREGON
Highway Division Region II

INTEROFFICE MEMO

9832

TO: Gary Potter
PROGRAM SECTION

DATE: June 20, 1983

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: Bridge Project Match Deferral
Tillamook County

Attached is a letter from Tillamook County Public Works Director Jon Oshel requesting the County's match for the North Fork Trask River Bridge project by deferred under Section 145.

I checked the time frame for letting this project and found it could not be ready until next spring. This may be too late for match deferral.

Tillamook County presently has three bridges in the process for construction in the next year, and one following about a year later. It appears the Nestucca River (Johnson) Bridge will be ready first, and hopefully be advertised in the next month. The Cloverdale Bridge will follow later this year, then the North Fork Trask River.

I called Jon and explained the problem of deferring the match on the Trask. His response was that he picked one for deferral and does not really care which.

In view of Tillamook County's financial situation, Region Office recommends the match be deferred on the Nestucca River (Johnson) Bridge project.

POS/bah
W/Attach.

cc. Jan Peterson

[illegible] AM SECTION
MANAGER ________ PROJECT UNIT ________
JUN [illegible] 1983
MAN. ASST. ________ PROGRAM UNIT ________
ROUTE TO ________________________________

81-125-1307

9832

PHONE 842-3311
EXTS. 367 OR 368

TILLAMOOK COUNTY PUBLIC WORKS
503 MAROLF LOOP DRIVE
TILLAMOOK, OREGON 97141

June 13, 1983

Phillip Stearns
Oregon Department of Transportation
Region II, Highway Department
Transportation Building
Salem OR 97310

Re; North Fork Trask River Bridge/Federal Aid No. B730-0157-01

Dear Phil;

Tillamook County is having a severe financial crunch. As you know, we have had our second major layoff in the last year, and are currently operating with less than half of our normal road crew.

It is my understanding the 1982 Surface Transportation Act allows the County's 20% Match to be deferred for a short period of time. It would be of great assistance to Tillamook County if we could defer payment of our Matching Funds for this project into our 1984-1985 Fiscal Year. Our cash flow would allow us to make a payment in November, 1984 without a loan. In a pinch we could borrow money as early as July, 1984. For us to provide match money for this project any earlier than July, 1984 would probably require us to have a third layoff of personnel in the fall of 1983, leaving us even more short-handed during the winter storms and floods.

Tillamook County is hereby requesting any of its additional 20% Match money for the North Fork Trask River Bridge be deferred until November 15, 1984. If you have any questions or need any additional information to process this request, please let me know.

Very Truly Yours,

Jon A. Oshel

Jon A. Oshel, P.E.
Director of Public Works

JAO/ia

CC: Board of Commissioners
O.B.E.C.
cc. Jan Peterson

OREGON DEPARTMENT OF TRANSPORTATION

9832 **PROJECT PROSPECTUS**
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

6-10-83

SECTION: Cloverdale Bridge			REGION: 2
STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM 0.0 TO 0.1	LENGTH: 0.1 mi
☐ URBAN ☑ RURAL	CITY	COUNTY: Tillamook	ROAD/STREET NAME: Woods - Cloverdale Road
ROUTE #: C-885	FEDERAL AID #: Off System	APPLICANT (IF OTHER THAN STATE): Tillamook County	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 57.0
RIGHT OF WAY		$ 10.0
ROADWAY	$ 122.6	
STRUCTURES	$ 504.0	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 14.6	
	$	
40% ENGINEERING & CONTINGENCIES	$ 256.5	
TOTAL CONSTRUCTION		$ 897.7
TOTAL ESTIMATE		$ 964.7

PROJECT DATA		
GRADING	(✓)	✓
PAVING	(✓)	✓
STRUCTURES	(✓)	✓
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY		
FILES	(#)	2
ACRES	(#)	0.3
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	C
CONSTRUCTION ENGINEERING	(S,C,A)	C
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
RIGHT OF WAY ACQUISITIONS	(S,C,A)	S

CONSTRUCTION BY

☑ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR): / ASAP	RECOMMENDED FUNDING SOURCE: HBR	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	On Shldrs
AVERAGE DAILY TRAFFIC	475	
YEAR OF AVERAGE DAILY TRAFFIC	Current Co Est	

DEFINE THE PROBLEM

The existing three-span timber structure has deteriorated. A broken member in the timber truss main span has caused the bridge to be closed to all traffic. Traffic to the homes and dairy farms west of Cloverdale must use a 10-mile detour.

PROPOSED SOLUTION

Reconstruct a modern structure in the same location.

REQUESTED, REGION ENGINEER X by Philip O.	DATE 6-10-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS**, the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS
PART 2 PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Cloverdale Bridge

REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	A	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	C	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	C	IRRIGATION	N	FLOOD PLAIN	C	CULTURAL RESOURCE	C
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	C	CORPS OF ENGINEERS	C	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	C	COAST GUARD	C	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	C	STATE LANDS	C	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	C
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	C	BUILDING	C	SECTION 4(F)	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	N			SIGNALS		OLD (#)	NEW (#)
						UTILITIES	5	(LIST BELOW)	

COMPANIES
Cloverdale Sanitary District
Cloverdale Water District
United Telephone Co
Tillamook County PUD
Cable Television

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
2			

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)		ACCESS CONTROL (Y/N)	N

DESIGN SPEED 25

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
—	—	—	—	0'-1'	—	—	10	— x	10	—	—	0'-1'	—	—	—	—
—	5	—	—	6	—	—	12	—	12	—	—	6	—	—	5	—

PROPOSED STRUCTURE

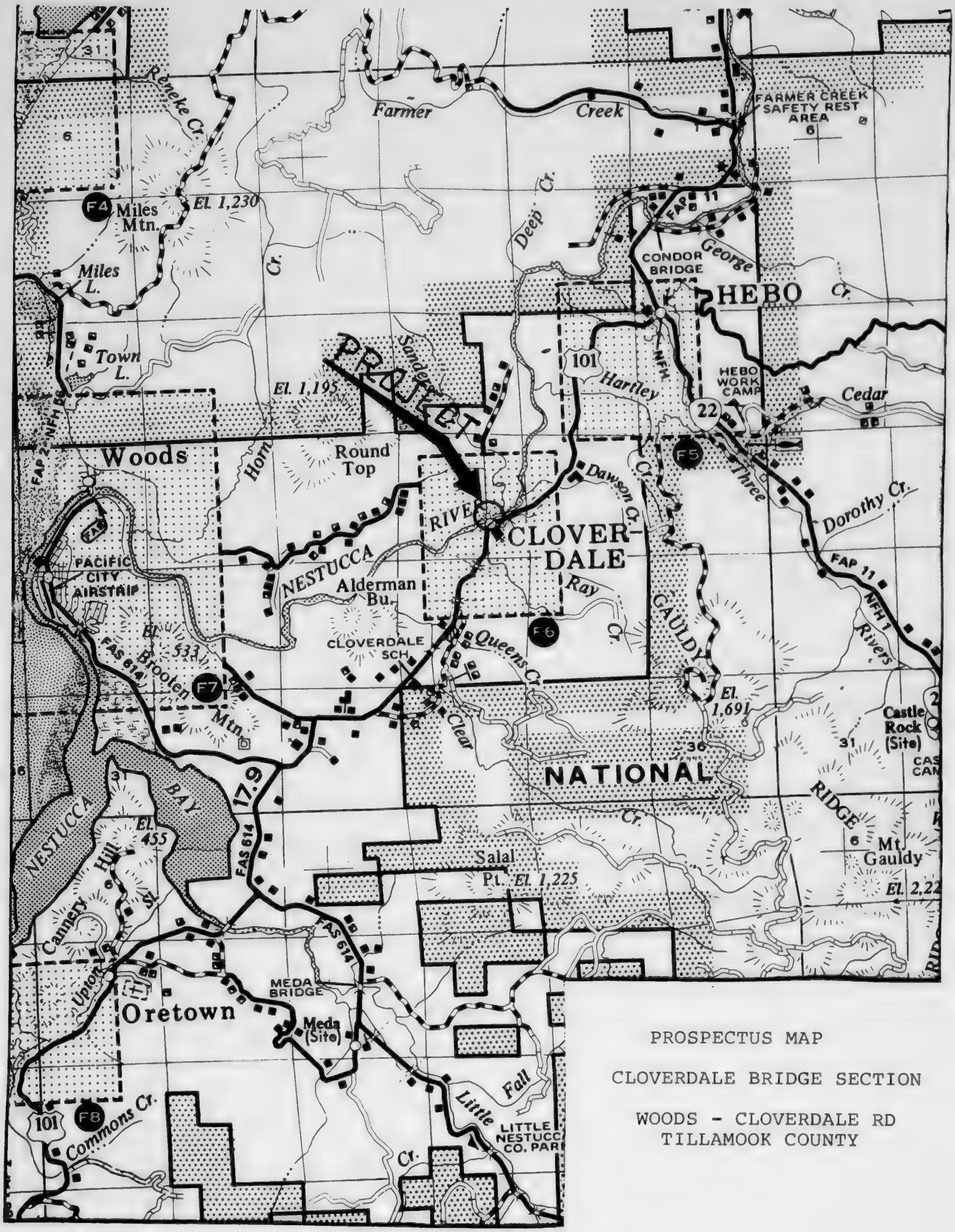
SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class 'B' AC	4"	2"			
Aggregate Base	12"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	290	36'	$504,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)



PROJECT
Farmer
Creek
FARMER CREEK SAFETY REST AREA
Reneke Cr.
Miles Mtn.
El. 1,230
F4
Miles L.
Town L.
Deep Cr.
FAP 11
George Cr.
CONDOR BRIDGE
HEBO
101
NFH
Hartley
HEBO WORK CAMP
22
Cedar
El. 1,195
Sander
Horn Cr.
Woods
Round Top
F5
Dawson Cr.
Three
Dorothy Cr.
RIVER
NESTUCCA
CLOVER-DALE
PACIFIC CITY AIRSTRIP
Alderman Bu.
Ray Cr.
GAULDY
FAP 11
NFH 1
Rivers
F6
CLOVERDALE SCH
Queens Cr.
El. 533
Brooten Mtn.
FAS 614
F7
El. 1,691
Castle Rock (Site)
Clear Cr.
36
31
NATIONAL
RIDGE
BAY
NESTUCCA
17.9
El. 455
Hill
Cannery
FAS 614
Salal Pt.
El. 1,225
Mt. Gauldy
El. 2,22
Upton
MEDA BRIDGE
Oretown
Meda (Site)
Little
Fall
LITTLE NESTUCCA CO. PARK
Cr.
101
F8
Commons Cr.

PROSPECTUS MAP

CLOVERDALE BRIDGE SECTION

WOODS - CLOVERDALE RD
TILLAMOOK COUNTY

PROJECT PROSPECTUS
PART 4 — RVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Cloverdale Bridge

REGION: 2

SURVEY AUTHORITY

AUTHORIZATION NO.

PREFIX

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT		40,000	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		250
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		1,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		8,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for bridge replacement project. Survey and design will be done by Consultant.

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X by Phillip O. S	DATE 6-10-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

9832

OBEC CONSULTING ENGINEERS

June 7, 1983

MISC. CONTRACTS and
AGREEMENTS No. 11,909

Mr. Phillip O. Stearns
Regional Federal Aid Specialist
P. O. Box 14030
Salem, Oregon 97310

Re: Cloverdale Bridge
OBEC Project No. 97-26

Dear Phil:

Enclosed please find three (3) signed copies of Preliminary Engineering Consultants Agreement for the Cloverdale Bridge.

Very truly yours,

WA Palmateer

W. A. Palmateer
General Manager

WAP:ps
Enclosures

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

9832

FEDERAL AID PROJECT REQUEST

Date May 31, 1983

Applicant Agency TILLAMOOK COUNTY

Request for: Off-System X , FAS-C ____ , FAUS ____ Project X HBR

Federal Aid Route No. C-885 Route Name Woods-Cloverdale Road

Project Name Cloverdale Bridge

Project Length 400' (280' Bridge) Project Location (Attach sketch map)

Project Description Replacement of failing wood truss bridge: No. 57-C-49 (County No. 261)

Average Daily Traffic 475 Design Speed 25

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width 20' Travel Lanes (2) 10' each Shoulders 0

Medians None Parking

Sidewalks None

Remarks

2. **Desired Roadway Cross Section:** (Attach sketch)

Width 28' Travel Lanes (2) 12' each Shoulders 2'

Medians None Parking None

Curbed No Length Curb Radii N/A

Sidewalk/Bikeway None

Remarks

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks

III. TRAFFIC CONTROL DATA

1. **Existing Signalization and Location:**

None

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? Applicant

4. **Permanent Striping:**

Include in project or by applicant? Applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location County Road 885, m.p. .05, over Nestucca River

Type Timber Truss, timber approach spans on wood trestle bents

Approach Roadway Width 20' Shoulder Width 0

Length 293' Width 20' Roadway

To remain in place? No

2. **Proposed Structure:**

Location Same as existing.

Approximate Size: Length 280' Width 36'

Are sidewalk/bikeways desired? Yes

Are any utilities to be attached to structure? No. (Provision will be made for future utilities)

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Jon Oshel, Tillamook Co. Public Works Director Office
2. Environmental	Jon Oshel, Tillamook Co. Public Works Director Office
3. Public Hearing	Jon Oshel, Tillamook Co. Public Works Director Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State ____ Consultant X

2. Project construction engineering to be performed by:

Applicant______ State______ Consultant X

3. Will applicant perform any work prior to or after award of contract?

Yes X No______

If "yes," describe briefly: Permanent signing and striping.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 10,000
Right-of-way costs (if participating)	---
Traffic control	---
Illumination	---
Structures	525,000
Railroad	---
Other Construction Engineering	65,000
Preliminary engineering	70,000
PROJECT TOTAL	$ 670,000

Remarks______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

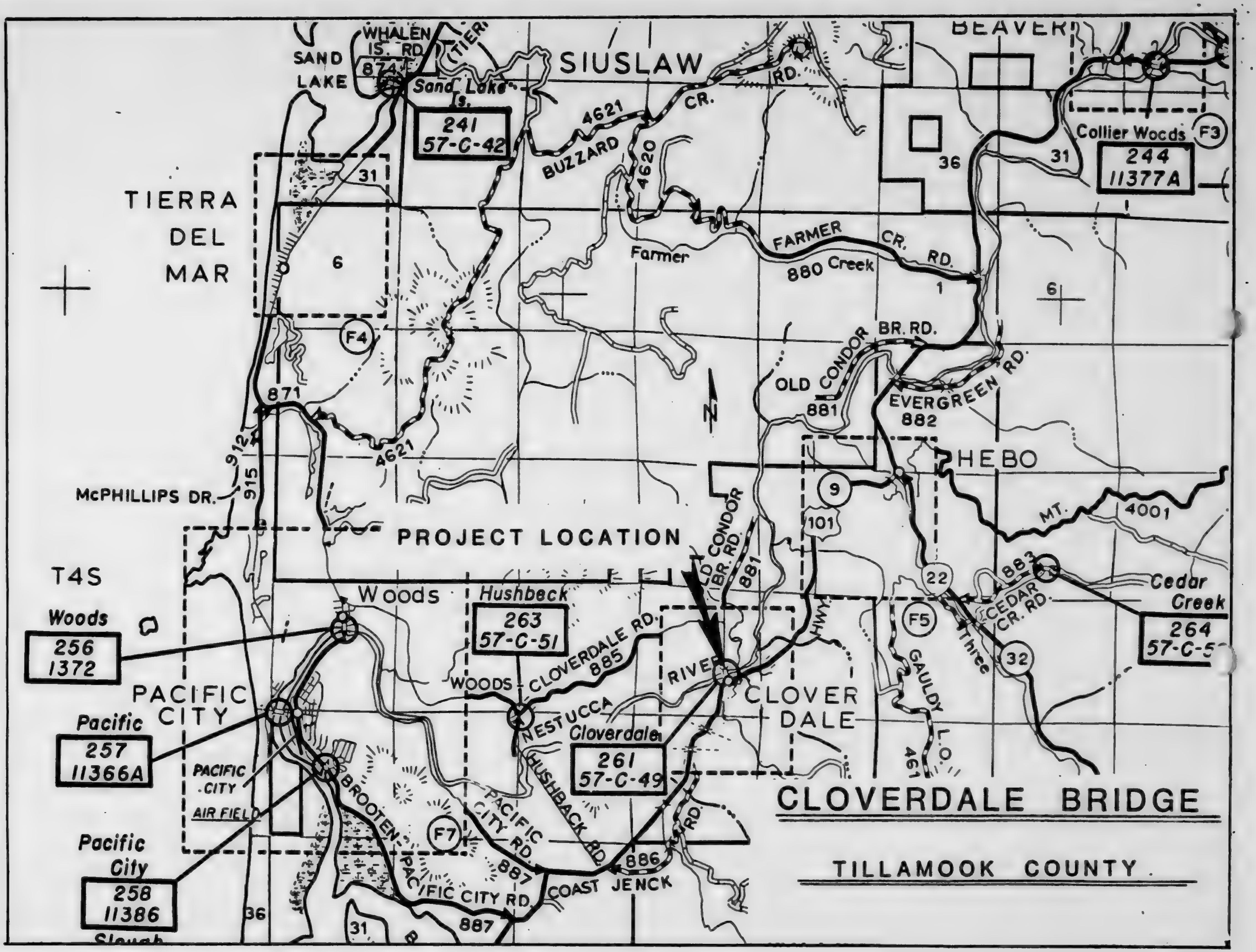
CITY OF ______ and/or TILLAMOOK COUNTY

By______ By Carol Williams

By______ By [illegible] Woodward

By F. E. Knight

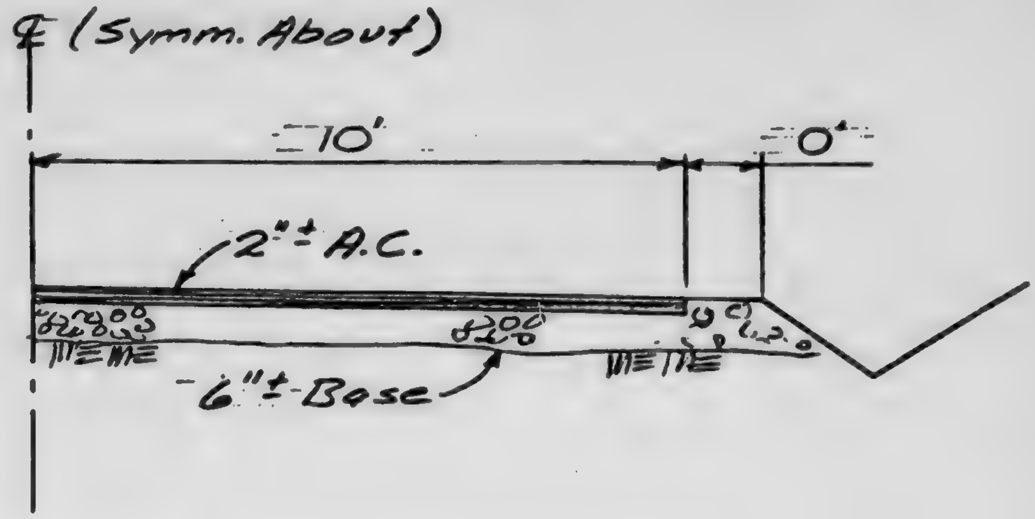
(1976)



CLOVERDALE BRIDGE

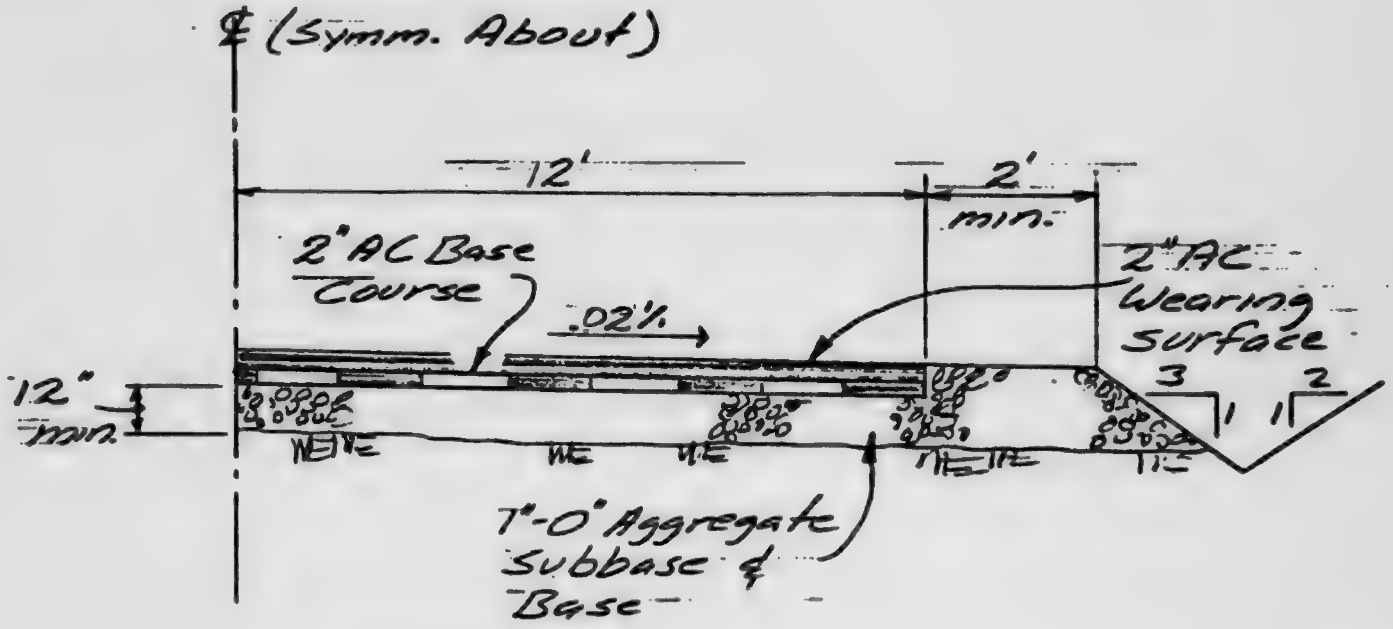
TILLAMOOK COUNTY

PROJECT LOCATION
SIUSLAW
BEAVER
TIERRA DEL MAR
SAND LAKE
WHALEN IS. RD.
874
Sand Lake Is.
241 57-C-42
Collier Woods
F3
244 11377A
31
36
6
1
BUZZARD
4621
4620
CR.
RD.
FARMER CR. RD.
880 Creek
Farmer
F4
871
912
915
McPHILLIPS DR.
OLD CONDOR BR. RD.
881
EVERGREEN RD.
882
HEBO
9
101
MT.
4001
22
883
CEDAR CR. RD.
Cedar Creek
264 57-C-5
F5
Three
32
GAULDY L.O.
461
HWY.
OLD CONDOR BR. RD.
881
T4S
Woods
256 1372
Woods
Hushbeck
263 57-C-51
WOODS
CLOVERDALE RD.
885
NESTUCCA
RIVER
CLOVER DALE
Cloverdale
261 57-C-49
HUSHBACK RD.
PACIFIC CITY
Pacific
257 11366A
PACIFIC CITY AIR FIELD
Pacific City
258 11386
BROOTEN
F7
PACIFIC CITY RD.
887
PACIFIC CITY RD.
887
COAST
JENCK
886
RD.
Slough


℄ (Symm. About)
10'
0'
2"± A.C.
6"± Base

EXISTING ROADWAY

No Scale


℄ (Symm. About)
12'
2'
min.
2" AC Base Course
.02%
2" AC Wearing Surface
12" min.
3
1
1
2
1'-0" Aggregate Subbase & Base

NEW ROADWAY

No Scale

CLOVERDALE BRIDGE

TILLAMOOK COUNTY

1984 Emigrant Hill (M.P. 226.54 9833
Westbound) Sec. Old Oregon Trail
(variable message sign)

0823

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 10/31/86	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IR-84-6(10)224
COMPLETION DATE (Actual) 10/31/84	ACCEPTANCE DATE BY CONRTACT AGENCY 7/30/86	TIME ELAPSED 100 %	CONTRACT TIME CDC 10/31/86

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

EMIGRANT HILL (M.P. 226.54 W.B.) SECTION
OLD OREGON TRAIL HIGHWAY
Umatilla County

NOTED
N. E. SCHWARTZ

This project provided for the installation of a variable message sign for westbound (downhill) motorists to advise them of traffic conditions during inclement weather.

This project was awarded to Michael A. Becker, General Contractor, Inc., P. O. Box 443, Union, Oregon 97883 on June 1, 1984 in the amount of $173,515. The project had a specified completion date of October 31, 1984. Work on the project began on September 21, 1984 and was completed October 31, 1984.

The final cost of $191,000 is four percent under the authorization.

RECEIVED
STATE HWY ENGR
NOV 4 '86
REFER TO
Fredrickson
FOR
Info Invest R/D D/R Sign Act File

cy
11/4

- TPL -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe		SIGNATURE	
TITLE Area Engineer	DATE 11/3/86	TITLE District Engineer B	DATE 11/3/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9833

August 18, 1986

CON 5 - #9833

Fidelity & Deposit Co. of Maryland
P.O. Box 489
Portland, OR 97207

On August 7, 1986, we wrote to you concerning release of final payment on Contract No. 9833 awarded to Michael A. Becker, Gen. Contr. Inc. for work on the Emigrant Hill (M.P. 226.54 West Bound) Section of the Old Oregon Trail in Umatilla County.

Final payment on this contract is $2,500.00 and the total contract amount is $171,593.20 and no work was performed under force account.

George Bell
Assistant Director

cc: Michael A. Becker, Gen. Contr. Inc.
P.O. Box 443
Union, OR 97883

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9833

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9833

TO: Commission Services

DATE: July 30, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9833 , On Site Work Substantially Completed October 31, 1984
All Work Completed January 31, 1986
Project Emigrant Hill (MP 226.54 WB)
Highway Old Oregon Trail
County Umatilla
Type of Work Variable Message Sign
Contractor Michael A. Becker, General Contractor, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8-7-86 - Surety letter written.

RECEIVED
AUG 1 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9833

7-21

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: February 11, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

FROM: Bruce M Walton for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-84-6(10)224

Contract 9833, Work Completed October 31, 1984

Project Emigrant Hill (M.P. 226.54 W.B.)

Highway Old Oregon Trail

County Umatilla

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 24, 1986

G. K. for
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JUL 28 '86
REFER TO
L. W. RULIEN
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BMW:mk

cc: H. S. Coulter
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
JUL 21 1986
OREGON DIVISION

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION NO. 11 FIN
Emigrant Hill
(M.P. 226.54 WB)

WEEK ENDING Dec. 8, 1984

SECTION PREFIX 630-1094

HIGHWAY Old Oregon Trail

COUNTY Umatilla

NAME OF JOB Emigrant Hill (MP 226.54 WB)

KIND OF WORK Variable Message Sign

CONTRACTOR M A Becker Gen Cont, Inc.

CONTRACT NUMBER 9833

FEDERAL AID PROJECT NUMBER IR-84-7(10)224

DATE OF CONTRACT June 1, 1984

DATE WORK STARTED Sept. 21, 1984

ESTIMATED COMPLETION DATE Oct. 31, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 1 SUPERVISION: 1

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

PROJECT AUTHORIZATION: $ 196,939

SPECIFIED COMPLETION DATE Oct. 31, 1984

PERCENT OF TIME ELAPSED

EXCLUSIVE OF ENGINEERING: $ 181,323

ENGINEERING AUTHORIZATION $ 15,616

This Week 655

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 181,323

ENGINEERING COST TO DATE $ 7,123

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 46 %

DATE PROJECT WAS COMPLETED: Oct. 31, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2		0		Contract on completion date.
MONDAY 3		0		
TUESDAY 4		0		
WEDNESDAY 5		0		
THURSDAY 6		0		
FRIDAY 7		0		
SATURDAY 8		0		

CE F CAS ...... RECEIVED LS ...... TC ......
COE .... SP ...... CC ......
CA ...... DEC 11 1984 FE ......
CA ...... MA ......
CP ...... CONSTRUCTION ......
LEO ...... SECTION FILE ......

CONTR. NO: 9833 DATE: Dec. 8, 1984

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

2 SUNDAY	No activity.
3 MONDAY	No activity.
4 TUESDAY	No activity.
5 WEDNESDAY	No activity.
6 THURSDAY	No activity.
7 FRIDAY	No activity.
8 SATURDAY	No activity.

REMARKS

STATUS: Semi-final submitted to Region Dec. 5, 1984.

SIGNED Bobby D. Johnson LOCATION Pendleton

Bobby D. Johnson, Proj.Mgr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9833

STATE COPY

TO BE COMPLETED BY FHWA 6-312	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Umatilla PROJECT NO. IR-84-6(10)224

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Emigrant Hill (MP 226.54 W.B.) on the Old Oregon Trail Highway

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-2-84	0.0

OTHER *(Specify)*

FUNDS Pro-rata 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 196,939.00	FEDERAL FUNDS $ 181,617.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By

For Manager, Program Section
(Title)
XX For: H. S. Coulter
State Highway Engineer
(Title)
By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator [illegible] 15 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 13, 1984

FEDERAL AID PROJECT NO. IR-84-6(10)224

EMIGRANT HILL (MP 226.54 W.B.) SECTION
OLD OREGON TRAIL HIGHWAY
UMATILLA COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y032
VARIABLE MESSAGE SIGN

Temporary Protection and Direction of Traffic	Lump Sum	All	--	$ 1,900.00
Temporary Signs	Sq. Ft.	380	8.40	3,192.00
Temporary Barricades	Each	6	105.00	630.00
Temporary Plastic Safety Markers	Each	32	30.00	960.00
Sequential Arrow Signs	Each	2	775.00	1,550.00
Flaggers	Hour	100	18.00	1,800.00
SIGNING				
Removal of Concrete Barrier	Lump Sum	All	--	5,422.00
Concrete Barrier, Nonstandard	Lin. Ft.	188	123.00	23,124.00
Sign Support Footings	Lump Sum	All	--	13,862.00
Sign Bridge	Lump Sum	All	--	25,090.00
Variable Message Sign, Complete	Lump Sum	All	--	83,345.00
Master Control Console, Complete	Lump Sum	All	--	12,640.00
		Subtotal		$ 173,515.00
		Engineering		23,424.00
		Total		196,939.00
Length of Project				0.0 mi.
Federal Funds (92.22%)				$ 181,617.00
State Funds				15,322.00
Total				$ 196,939.00

Group 1: 100%
Contract No. 9833
Prefix: 630-1984 P.E.
630-1094

WH:me

7433

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-6(10)224

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

5-2-84

4. PROGRAM NO.

5. ITEM NO. 40008

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/2/84

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 6

10. GENERAL LOCATION:

Emigrant Hill (mile point 226.54 WB) Section

11. GENERAL DESCRIPTION OF WORK

Variable message sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
MAY 8 '84
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

13. REMARKS

Mr. Potter's 4/30/84 request and certifying statements are accepted.

Original att. to 5/8

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $203,335, Federal Funds $187,515.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

14. DATE 5/2/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

1-84

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
EMIGRANT HILL (MP 226.54 WB)

REGION
5

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1	630-1984	

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1000	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION	100	100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN	1500	1,500	920 PROGRAM MANAGEMENT	100	100	937 HYDRAULICS		
906 BRIDGE DESIGN	1,500	1,500	921 SPECIFICA-TIONS	2,500	2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	200	200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	5000	5,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 12,000
PREVIOUS AUTHORIZATION	$
ADD. AUTH. REQUIRED	$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IR-84-6(5) 224

LOCATION ENGINEER'S REMARKS

REGION ENGINEER'S REMARKS:

It is recommended we look to the Maintenance Section in the event they have an existing sign bridge on inventory.

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig
5 Molly

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

ON Prelim HIP for 1987

PREPARED BY Roger Lang	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/3/83
RECOMMENDED, REGION ENGINEER X	DATE 8/16/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 9-30-83
RECOMMENDED, LOCATION ENGINEER X	DATE 9/[illegible]/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-20-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1959

SECTION Emigrant Hill			REGION 5
STATE HIGHWAY # 6	HIGHWAY NAME OOT	MILE POST 226.54 WB FROM TO	LENGTH
☐ URBAN ☒ RURAL	CITY	COUNTY Umatilla	ROAD/STREET NAME
ROUTE # I 84	FEDERAL AID # FAI 84	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 12 ~~13~~	GRADING	(✓)		FILES	(#)	N/A
RIGHT OF WAY		$	PAVING	(✓)		ACRES	(#)	
ROADWAY	$		STRUCTURES SIGN BRIDGE	(✓)	X	RELOCATIONS	(#)	
STRUCTURES	$ 50		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
LAMP MATRIX SIGN	$ 60		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 5		VARIABLE MESSAGE SIGN		X	RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A
30% ENGINEERING & CONTINGENCIES	$ 34.5		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 149.5	WORK TYPE	(1-12)	7	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 161.5						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1 ~~3~~ / 85 ~~83~~	RECOMMENDED FUNDING SOURCE FAI 4R	RECOMMENDED PROGRAM YEAR 1983

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
SIGN BRIDGE STRUCTURES (#)	0	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	4900 ~~5100~~	
YEAR OF AVERAGE DAILY TRAFFIC	1982 ~~1981~~	

DEFINE THE PROBLEM

During 5 year period from 1/1/78 to 12/31/82, 56 accidents have occurred on westbound section of Emigrant Hill. 39 of these accidents (70%) occurred during adverse weather conditions of which the motorist was unaware.

PROPOSED SOLUTION

Install computer controlled variable message lamp matrix sign over westbound lanes to advise motorists of adverse weather conditions on Emigrant Hill and any other hazard which may exist.

REQUESTED, REGION ENGINEER X	DATE 1-14-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR 84	FUNDING

PROJECT UNIT

PROGRAM UNIT

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION	REGION
EMIGRANT HILL (MP 226.54 WB)	5

PROJECT JUSTIFICATION

Out of control heavy vehicle problems were anticipated during design phase of this project in the early 1970's. Truck escape ramps were provided at strategic locations during the construction phase which was completed in May 1975.

Since the opening of this section, numerous accidents have occurred at various locations on Emigrant Hill, WB. During 5 year period from 1/1/78 to 12/31/82, 56 accidents have been recorded. 39 of these accidents (70%) have occurred during adverse weather conditions and/or other hazards of which the motorist was unaware. Presently, the westbound motorist has no warning of reduced visibility due to fog at lower elevations on Emigrant Hill which often results in "freezing fog" and icy roadway conditions. Multiple fatal accidents have occurred on this section.

Installation of the variable message sign will allow us to warn the ~~morotist~~ motorist of any hazard which may be existing on Emigrant Hill.

This project falls within the concept of FAI-4R funding and meets the Divisions goal of providing safe highways for the motoring public.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont.

PROJECT PROSPECTUS
PART 2 PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
EMIGRANT HILL (MP 226.54 WB)

REGION
5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS					
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N		
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N		
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N		
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N		
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N		
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N		
VICINITY MAP	S ~~N~~	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N		
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N		
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)		NEW (#)	

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES (LIST BELOW)

COMPANIES
Elec. Power Co.

DESIGN SPEED
70

DESIGN STANDARDS
AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
-	-	-	-	10		12	12	8.4	12	12		10	-	-	-	-
-	-	-	-	10		12	12	8.4	12	12		10	-	-	-	-

PROPOSED

SUGGESTED BASE DESIGN

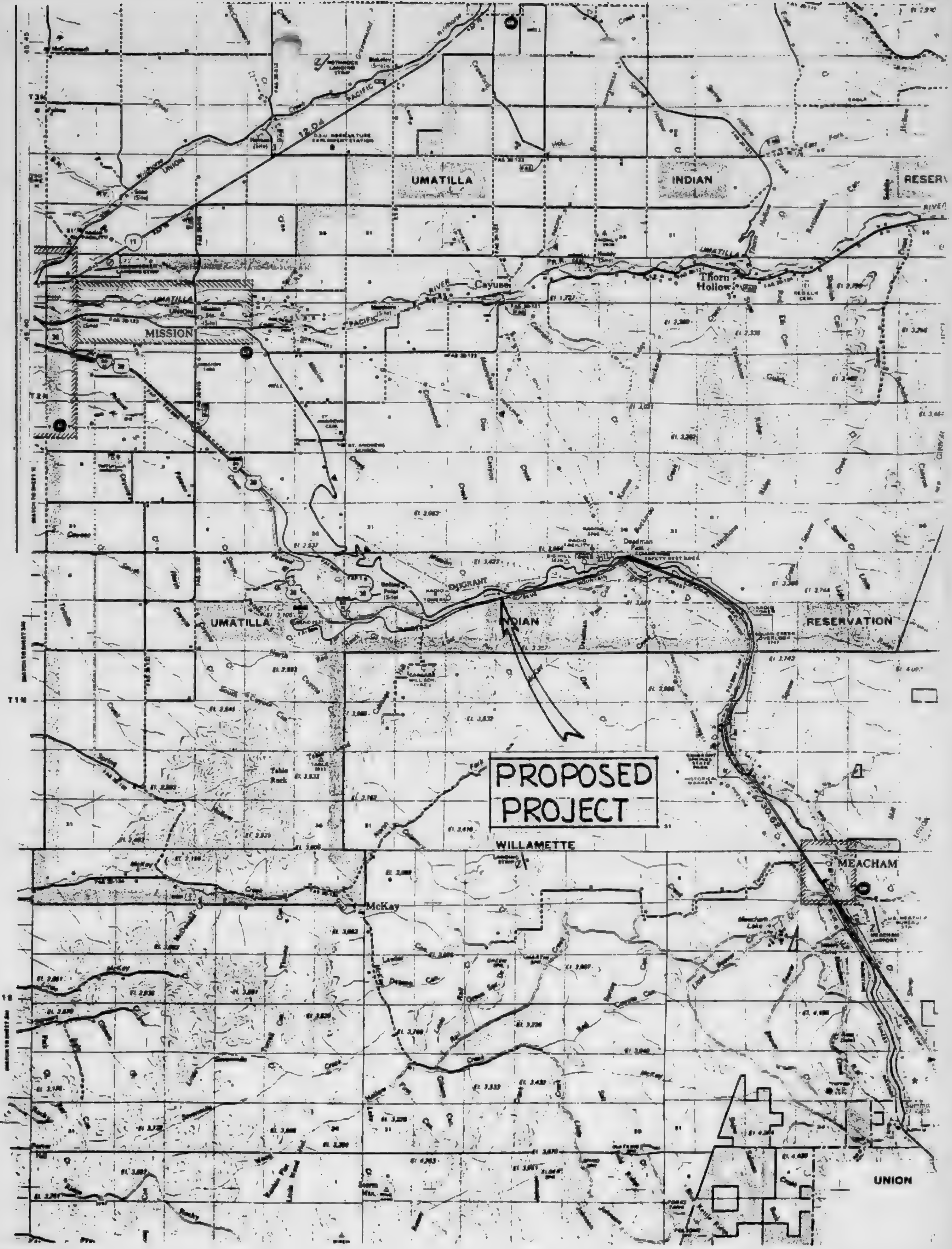
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
SIGN BRIDGE 1			50,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date [illegible]

734-1912 (7-82)


UMATILLA
INDIAN
RESERV
MISSION
UNION
PACIFIC
RIVER
Cayuse
Thorn Hollow
Deadman Pass
EMIGRANT
UMATILLA
INDIAN
RESERVATION
Table Rock
PROPOSED PROJECT
WILLAMETTE
McKay
MEACHAM
Meacham Lake
UNION
Storm Mtn.

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
EMIGRANT HILL (MP 226.54 WB)

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

NONE

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

NONE

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No adverse effect. This project will enhance the safety aspect to the motoring public by providing an adequate variable warning of hazards that may exist on the road ahead.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

NONE

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

NONE

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

NONE

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

This project is limited to construction of a facility within the existing R/W corridor.

OTHER DOCUMENTATION

PREPARED BY X Roger Lang	TELEPHONE NUMBER 963-3177	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

1984 Blue Mountain Summit- 9834
Elgin Sec. Weston-Elgin Hwy.
(Grading and paving) #2

9 x 3 - jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Union	DIVISION Oregon
DATE OF REPORT 7/1/87	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. FLH-FH-89(4)
COMPLETION DATE (Actual) 9/30/84	ACCEPTANCE DATE BY CONRTACT AGENCY 1/15/86	TIME ELAPSED %	CONTRACT TIME S.C.D. 7/31/85

LOCATION

Weston - Elgin Highway, approximately 15.8 miles northwest of Elgin, Union County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BLUE MOUNTAIN SUMMIT - ELGIN SECTION
WESTON - ELGIN HIGHWAY
Grading & Paving

This project provided for the widening and resurfacing of 16.57 miles of this highway.

The final cost of the original contract bid items was $3,346,033.98, or a 1.7 percent overrun of the bid amount of $3,290,423.20. The final cost of the completed project including all engineering and changes was $3,788,068.53, or a 1.1 percent overrun of the project authorization of $3,746,526.10.

A final inspection of the completed work was made on October 22, 1984 at which time the project work was complete except for two minor items. These items have since been completed by State Forces on an actual cost basis.

All participating work has been completed. All signing and striping is complete.

- DBC -

RECEIVED
STATE HWY ENGR
JUL 9'87
REFER TO
Fredrickson
FOR
Info Inves R/D O/K Sign Act File

5
cy
6/13

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Daniel B Carter	SIGNATURE
TITLE Area Engineer — DATE 7/2/87	TITLE District Engineer A — DATE 7/2/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

November 5, 1986
IN REPLY REFER TO

HB-OR

RECEIVED
STATE HWY ENGR
NOV 6 '86
REFER TO
Fredrickson
FOR

WES
TAA
Orig. to.
11/6

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project FLH-FH-89(4)
Blue Mountain Summit - Elgin
Westin - Elgin Highway
Price Agreement No. 14

We have approved and are returning Price Agreement No. 14 for $1,500 as settlement of the contractor's $15,254 claim for additional water.

While it appears that the contractor has no contractual basis for his claim, the negotiated settlement prior to trial saved defense fees estimated at $6,000 which we had approved in State Force Order No. 7.

Our review of the files disclosed two other items which need your attention. First, our files contain an earlier State Force Order No. 7 approved 7/15/86 for $1,000 for legal fees to analyse the same claim. Either the second State Force Order should have been written as a revision of the first, or the same number was incorrectly used twice. The Progress Estimate and Cost Report shows Item 92007 "Litigation Defense Fund" with $6,000 not expended. There is no item for the $1,000 Defense Fund. Second, our 9/17/85 letter approving the $54,500 claim in Price Agreement No. 13 stated that the $5,772.50 interest expense was not eligible for Federal-aid participation. This item, 3013B, is coded participating, in the Cost Report and should be changed to non-participating.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
OSHD (C. O. Fredrickson, Const) w/PA No. 14

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA C PENSATION

HIGHWAY DIVISION

PROJECT NAME (SECTION) Blue Mountain Summit - Elgin		CONTRACT NO C09834
HIGHWAY Weston-Elgin	COUNTY Union	PREFIX
CONTRACTOR'S NAME AND ADDRESS Morse Bros., Inc.		F A PROJECT NO FLH-FH-89(4)
		PRICE AGREEMENT NO 14

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

To settle all contractor claims for additional compensation arising under this contract.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
~~31401~~ 3014A Ar	Claim Settlement	All	Lump Sum	$ 1,500.00	$1,500.00

APPROVED EFFECTIVE DATE ______
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE DISTRICT ENGINEER
DATE 11/5/86
FEDERAL HIGHWAY ADMINISTRATION

Copy sent to C.O. Frederickson
11/5/86

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE DECREASE $ 1,500.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

The above lump sum settlement for $1,500.00 constitutes mutual accord and satisfaction for settlement of all Contractor claims for additional compensation arising under this contract, including interest due, if any.

*For the contractor in accordance with Ex. A-1 & A-2 attached.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: * ______ CONTRACTOR ______ DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY ______ DATE

SUBMITTED BY PROJECT MANAGER ______ DATE

APPROVAL RECOMMENDED OR APPROVED BY REGION ______ DATE

~~NOTED OR~~ APPROVED BY CONSTRUCTION ______ DATE

D.A. Jackman 2-7-86

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

January 30, 1986

CON 5
#9834

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Contract No. 9834 awarded to Morse Bros., Inc. for work on the Blue Mountain Summit-Elgin Section of the Weston-Elgin Highway in Union County was completed on April 1, 1985, and accepted by the State Highway Division on January 15, 1986.

Final payment in the amount of $19,789.69 will be released to the contractor after February 5, 1986. The total contract amount is $3,498,969.24 including $5,945.12 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
R. D. Hector

7234

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

JEFFREY M. KILMER*
JOSEPH A. YAZBECK, JR.
CHARLES R. SCHRADER*
ANDREW K. CHENOWETH
F. GORDON ALLEN
STEPHEN C. VOORHEES
*OREGON AND WASHINGTON BARS

GEORGE V. EIGHMEY
ROBERT L. O'HALLORAN
LYNNIA K. WOODS
JAMES P. LAURICK
FRED L. KOPATICH
GEORGE J. HIBBERT

January 22, 1986

Mr. William F. Cloran
Justice Building
Salem, Oregon 97310

Re: Morse Bros.

Dear Bill:

Enclosed please find executed Settlement Agreement and Release of Claims. Please transmit the funds as soon as possible. You may send them directly to Morse Bros. or to us. If you send the funds to Morse Bros., we would appreciate being advised.

done
2-7-86

Very truly yours,

Gordy

F. Gordon Allen

FGA/acg

Enclosure

cc: Morse Bros., Inc.

R[illegible]EIVED
JAN [illegible]
TRIAL DIV[illegible] OF JUS[illegible]
SAL[illegible] [illegible]EGON

SETTLEMENT AGREEMENT AND RELEASE OF CLAIMS

This agreement is made and entered into this 23 day of December 1985 by and between Morse Bros., Inc., an Oregon corporation, hereinafter Morse Bros., and the State of Oregon acting by and through its Department of Transportation Highway Division, hereinafter State.

1.

RECITALS

WHEREAS the parties heretofore identified entered into a contract for the grading and paving of the Blue Mountain Summit Elgin Section of the Western Elgin Highway in Union County, which contract was dated June 1, 1984 and bore Contract No. 9834, and

WHEREAS during performance of the work certain disputes arose between the parties concerning payment for water which became the subject of civil Case No. 85-1194 in the Circuit Court for Marion County, and

WHEREAS the parties have agreed between themselves to compromise, settle, and dispose of their differences without resort to a judgment of the court,

NOW, THEREFORE, the parties are agreed as follows:

2.

TERMS OF SETTLEMENT

A. Upon execution of this Settlement Agreement by Morse Bros., Inc., the State will issue a unilateral price agreement to Contract No. 9834 authorizing payment of the sum of ONE THOUSAND FIVE HUNDRED DOLLARS ($1,500), which shall be issued to Morse

EXHIBIT A-1

Bros. in full settlement of all claims relating to the furnishing of water for any reason under the contract.

B. Morse Bros., Inc. hereby agrees to accept the sum of ONE THOUSAND FIVE HUNDRED DOLLARS ($1,500) in full settlement of all claims known and unknown, whether included in Marion County Circuit Court Case No. 85-1194 or not having to do with the furnishing of water on the Blue Mountain Summit Elgin Basin paving project, and agrees to execute appropriate documents dismissing the suit.

C. The parties and each of them agree that each shall bear its own costs of litigation incurred.

3.

RELEASE

Morse Bros., Inc. and the State in consideration of the mutual promises and covenants expressed above do hereby release one another from any and all claims for damage, suits, or actions relating to, concerning, or about the furnishing of water on State Contract No. 9834, the Blue Mountain Summit Elgin grading and paving contract. It is understood and agreed that such release is intended to hold the State, its agents, officers, and employes, as well as the Department of Transportation and the Highway Division, harmless.

STATE OF OREGON	MORSE BROS., INC.
By: O.B. Jackson	By:

jep/#80

EXHIBIT A-2

RECEIVED
JAN 31 1986
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9834

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 15, 1986

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9834 , On Site Work Substantially Completed September 30, 1984
All Work Completed	April 1, 1985
Project	Blue Mountain Summit-Elgin
Highway	Weston-Elgin
County	Union
Type of Work	Grading and Paving
Contractor	Morse Bros., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Noted
Gormsen

1-30-86 - surety letter written.

RECEIVED
JAN 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9834

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an Oregon corporation, Plaintiff, v. THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division, Defendant.	No. 85-1194 JUDGMENT

STIPULATION

Come now the parties and represent to the Court by stipulation the following:

1. The parties have reached an agreement to compromise and settle Morse Bros.' claim for water on the Blue Mountain Summit Elgin project in accordance with Settlement Agreement and Release attached as Exhibit A.

2. There are no other matters outstanding between the parties for the Court to decide.

WHEREFORE the parties petition the Court to dismiss the action in the captioned matter with prejudice pursuant to ORCP Rule 54A(1)(b).

Date ____________________ ____________________
Of Attorneys for Plaintiff

William F. Cloran

Date ____________________ William F. Cloran
Of Attorneys for Defendant

JUDGMENT

Based upon the foregoing stipulation of the parties, the captioned matter is hereby dismissed with prejudice pursuant to ORCP Rule 54A(1)(b). Each side is to bear its own costs.

CIRCUIT JUDGE

9234

December 11, 1985

Mr. F. Gordon Allen
Allen, Kilmer, Schrader,
   Yazbeck & Chenoweth
735 S.W. First Avenue
Portland, Oregon 97204

Re: Morse Bros, Inc. v. State of Oregon
    Marion County Circuit Court Case No. 85-1194

Dear Mr. Allen:

This will confirm our agreement to settle the captioned matter for the sum of $1,500. Enclosed herewith please find a Settlement Agreement and Release and a Stipulated Order of Dismissal. Please have the appropriate persons execute the documents and return them to me. A unilateral price agreement will then be issued authorizing the payment of $1,500 to your client.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

Enclosures

7851

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR MARION COUNTY

MORSE BROS., INC., an Oregon corporation,

Plaintiff,

vs.

THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division,

Defendant.

Case No. 85-1194

AFFIDAVIT OF CHARLES VANDENBERG MADE IN SUPPORT OF PLAINTIFF'S RESPONSE TO DEFENDANT'S MOTION FOR SUMMARY JUDGMENT

STATE OF OREGON)
) ss.
County of Lane)

Affiant being duly sworn deposes and says:

I, Charles VanDenBerg, am a Superintendent in the Highway Construction Group of Morse Bros., Inc., (Morse Bros.) the contractor on the Blue Mountain Summit-Elgin Section project (project). In that capacity, I was responsible on a day-to-day basis for the field construction work on the project. I was personally on site, and make this affidavit from personal knowledge.

According to the drawings and specifications prepared by the State of Oregon, Department of Transportation, Highway Division (ODOT), Morse Bros. was required to build the project in stages. Stage I required us to pulverize the existing roadway with a machine and then mix it with the base rock under that roadway surface, and then add new rock to that base to ODOT-determined elevations while maintaining traffic through the construction area. We performed this work in two steps, first pulverizing the old pavement and base rock in sections approximately one-quarter mile long and then blading it (leveling the surface with a road grader) at which time traffic could go over the surface. We were required to get the surface bladed by the end of work each day. We then brought in new rock, added water to that rock so that it could be graded and compacted with a road grader, bladed that rock to hubs (survey stakes) that were placed for us by the State, and then allowed traffic over that portion of the work.

Traffic travelled over the graded and compacted new rock surface for a period of two to ten days before Stage II began. If water had not been added to the new rock to allow it to be graded and compacted the road would have been unsafe and virtually impassable for traffic.

Stage II construction consisted of mixing the pulverized base, new rock, cement and CTB water.

Affiant says no more.

____
Charles VanDenBerg

SUBSCRIBED AND SWORN to before me this ____ day of November, 1985.

____
Notary Public for Oregon
My commission expires:________________

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR MARION COUNTY

MORSE BROS., INC., an Oregon corporation,)
Plaintiff,)
vs.)
THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division,)
Defendant.)

Case No. 85-1194

AFFIDAVIT OF ROBERT R. REINHARD MADE IN SUPPORT OF PLAINTIFF'S RESPONSE TO DEFENDANT'S MOTION FOR SUMMARY JUDGMENT

STATE OF OREGON)
) ss.
County of Lane)

Affiant being duly sworn deposes and says:

I, Robert R. Reinhard, am the General Manager of the Highway Construction Group of Morse Bros., Inc. (Morse Bros.), the contractor on the Blue Mountain Summit-Elgin Section project (project). In that capacity, I was responsible for both the bidding of the project and the field construction work. I was personally involved in both, and make this affidavit from personal knowledge.

The project consisted of reconstruction of 16.57 miles of the Weston-Elgin Highway in Union County. According to the drawings and specifications prepared by the State of Oregon, Department of Transportation, Highway Division (ODOT), Morse Bros. was required to build the project in stages. Stage I required us to pulverize the existing roadway with a machine and then mix it with the base rock under that roadway surface to an eight-inch depth, and then add four inches of new rock to that base to ODOT-determined elevations while maintaining traffic through the construction area. Stage II consisted of going back over the previously prepared surface and adding cement and CTB water to the pulverized base and new rock while mixing the entire 12" depth to create a solid mass called cement-treated base (CTB). The CTB was then covered by an asphalt and rock "chip seal" to protect the CTB and allow it to cure. The final step in the project consisted of placing a four-inch emulsified asphalt-wearing surface over the CTB.

Early in the project it was determined that about 14,800 lineal feet (a little over two miles) of the existing roadway in the project area was built over large rocks and boulders making a normal pulverizing/mixing operation impossible. Consequently, a change to the contract was negotiated for that relatively short section of the road allowing us to pulverize only four inches of the old roadway, add six inches of new rock, and then mix to a ten-inch depth. Consistent with our understanding of the ODOT specifications, no water was included in the calculations for this change since a separate bid item for watering is included in the contract.

The nature of the claim in this matter is for water that was required to be used, by ODOT specifications, for leveling and compaction of the new rock in the stage construction sequence. No claim is being made for water for CTB. Such water is incidental to the CTB bid item under ODOT specifications.

As Morse Bros. does a great deal of construction for ODOT, I am familiar with ODOT's special and general specifications including the Standard Specifications For Highway Construction (1984 Ed.) (Green

Book). Morse Bros. bid this project in accordance with Green Book payment provisions. Attached as Exhibit A, (defendant's Exhibit E includes all of these pages except for serially numbered page 000063) are the documents used by me and our Chief Estimator Stan Barton in preparing this bid. We each estimated the project separately and independently and then compared our results prior to submitting the Morse Bros. bid to ODOT. These documents show clearly that, at the time of bid, we interpreted the Green Book to allow separate payment for water for leveling and compaction of the new rock (bid item 22) but included water in the payment for CTB (bid item 20). [Compare serially numbered page 000041, lines 17-21, for bid item 20 with serially numbered page 000043, for bid item 22, which includes no water or water truck time. Similarly, compare serially numbered pages 000060 and 000061 (bid item 20), with page 000063 (bid item 22)]. If we had considered the payment for water in the new rock (bid item 22) to be incidental to (included in) that price, we would have included water in our bid work-up, as we did for the CTB (bid item 20).

Affiant says no more.

____
Robert R. Reinhard

SUBSCRIBED AND SWORN to before me this _____ day of November, 1985.

____
Notary Public for Oregon
My commission expires: _______________

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an Oregon corporation Plaintiff, vs. THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division, Defendant.	Case No. 85-1194 PLAINTIFF'S MEMORANDUM IN OPPOSITION TO MOTION FOR SUMMARY JUDGMENT

I

THE ISSUE

The issue in this case is whether plaintiff is entitled to payment for certain water which plaintiff trucked to the site and applied in the first stage of construction for the purpose of leveling and compacting rock placed on the roadway surface.

Defendant contends in its motion for summary judgment that the water for which plaintiff claims was actually applied as part of the process of making cement-treated base pursuant to Section 310 of the Standard Specifications for Highway Construction (Highway Division-1984) which provides no separate payment for water.

The affidavits of Robert R. Reinhard, Charles VanDenBerg, and S. Scott Benge, submitted by plaintiff, establish that the water was

/////   /////   /////

not used as part of the cement-treated base procedure under Section 310, which was designated by the Contract as Stage II of the construction. Rather the water for which claim is made was used as part of Stage I. As will be demonstrated below, the Standard Specifications require the Highway Division to pay for water used in Stage I.

At the very least, these affidavits raise issues of fact which must be tried.

II

THE CONTRACT

A. The drawings specially prepared for this job specifically require "Stage Construction."

Exhibit A to defendant's motion includes a number of oversized drawings. "Sheet numbers" are designated in the upper righthand corner of the rectangle also located in the upper righthand corner of each drawing. Sheet No. 2C states that the work will be performed in two stages to accommodate traffic at all times. In the first stage, the existing surface is broken up and mixed, first in one lane, and then in the other. Once the surface is broken up and mixed in the first lane, the lane then has to be compacted and maintained for heavy traffic while the same work is performed on the other lane. Once this work is performed on the second lane, then that second lane

///// ///// /////

must be similarly compacted and maintained for vehicle traffic while Stage II work begins on the first lane.

Plaintiff is entitled to payment for the water trucked to the site and spread as part of the compaction and maintenance of the roadways in Stage I.

B. The Contract specifically required payment for water used for compaction and preparation of the roadway base and surface for Stage I.

It is difficult to chart an altogether logical course through the applicable specifications in the Standard Specifications because the different sections are duplicative and ambiguous. It is possible, however, to point the Court to the sections which appear to apply.

Section 233 is called "Watering." Under Subsection 233.01, watering is described as

> "Furnishing and applying of water or combinations of water and emulsified asphalt (a) for the compaction and preparation of roadway excavations, roadway embankments, subgrades, roadbeds, backfills, subbases, bases and surfacings, (b) for the alleviation or prevention of dust nusiance . . ., and (c) when watering is ordered by the Engineer . . . ."

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Subsection 233.93 states that no separate payment will be made for watering unless the contract specifically provides for payment.

> "When neither the special provisions nor the bid schedule indicate separate payment for the work under this Section 233, the work hereunder shall be performed as incidental work for which no separate payment will be made."

Page 12 to the Special Provisions (Exhibit A to defendant's Memorandum) specifically refers to Section 233 of the Standard Specifications requiring all watering work to be done in accordance with Section 233.

In fact, the Contract did provide for payment for watering. Approximately three pages before the Contract signature page, the Court will note a computer printout designating the payment items on the Contract. Item No. 018 is entitled "WATERING." It specifies $12 per thousand gallons of water provided.

C. Watering as described by Section 233 was incorporated into other specifications describing several aspects of Stage I construction.

Section 104.05(b) specifically refers to "stage construction roadways." Plaintiff submits that the work necessary to maintain the lanes for continuous traffic during Stage I, including watering, is covered by Section 104.05(b):

> "(b) Detours and Stage Construction--The Contractor shall construct and remove if required, such detours and stage construction roadways as called for by the plans and as specifically ordered by the Engineer. Payment for the construction of said detours and stage construction roadways, and their removal if required, will be made at the applicable contract unit prices for similar work."

As demonstrated above, there was an applicable Contract unit price for watering, Item No. 018.

In their affidavits, Robert Reinhard and Charles VanDenBerg explain that the water for which claim is being made was necessary to compact the surface during Stage I. Section 203.42 of the Standard Specifications calls for watering as part of compaction.

> "Watering of Materials--The watering of materials to provide compaction and required density to embankments and backfills and to alleviate dust nusiance under stated conditions, shall be performed in accordance with the directions of the Engineer and as specified in Section 233."

Similarly, Section 304.33(a-3) applies to the Stage I work:

> "Road Mix Method--After material for each layer has been placed, the materials shall be mixed by means of motor graders or other suitable equipment until the mixture is uniform throughout. Water shall be added during mixing in an amount sufficient to provide the optimum moisture content plus or minus two percentage points."

Section 306 is entitled, "Reconditioning Old Roadbed." As described in plaintiff's affidavits, the Stage I work was, in effect, the reconditioning of the old roadbed so that it could accommodate traffic until the new surface was applied as part of Stage II. Section 306.32 calls for watering.

> "Aggregate Subbase, Base and Surfacing--The upper layer of existing subbases, bases and surfacings shall be bladed, scarified and leveled, as the Engineer may determine to be necessary to bring the surface thereof in reasonably close conformity to lines, grades and cross section established by the Engineer. The materials shall be watered and compacted as necessary to obtain densities required for similar new work."

///// ///// /////

///// ///// /////

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D. Even if this work had not been "Stage Construction," the meaning of the Contract is ambiguous when Section 310 is read together with the sections which have been quoted above.

Section 310 is entitled, "Cement Treated Base (Treated in Place)." Section 310.81 states, "No separate measurement will be made for water." It is clear that contractors are expected to include the cost of providing water in their unit prices for cement treated base. The evidence at trial will show that Morse Bros. did include water as part of its unit price for cement treated base. That water was utilized in the cement treated base process and is not the water for which claim is made in this case.

It is also clear that if the work on the existing surface (breaking up, mixing, addition of new aggregate, compaction) had been done as part of a single and continuous process, including the addition of cement and water, there could be no claim for water under the contract. Plaintiff submits that in view of the specific designation of the Contract as "stage construction," the water utilized in the first stage was clearly intended to be covered by the unit price for water.

Even if there had been no designation of stage construction, it is a fact that the surface work was not performed as part of a single and continuous process leading to cement treated base. Because of the problem of maintaining traffic flow, there were delays between preparation of surface and the process by which cement and water were added to surface materials to form the cement treated base.

Plaintiff submits that the application of Section 310 to those facts would be ambiguous even if the project had ot been designated as stage construction. The designation of the project as stage construction eliminates the ambiguity.

It is hornbook law that a contract, if ambiguous, is construed most strongly against the party which drew it. Meskimen vs. Larry Angell Salvage Co., 286 Or 87, 592 P2d 1014 (1979), Derenco, Inc. vs. Benj. Franklin Federal Sav. and Loan Ass'n, 281 Or 533, 577 P2d 477, Cert. denied 99 S.Ct. 733, 439 US 1051, 58 L.Ed.2d 712 (1978).

III

CONCLUSION

There is an issue of fact as to whether the water for which claim is made was intended by the parties to be included under the bid item for cement treated base, or whether the water for which claim is being made was called for and described under other sections of the Contract for which water is to be paid. Plaintiff contends that the water was applied as part of the first stage of construction in a process separate and distinct from the later application of water with cement to create the cement treated base. The defendant's contentions about the facts differ. Summary judgment should be denied.

Respectfully submitted,

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH, P.C.

By:

F. Gordon Allen, OSB #77010
Of Attorneys for Plaintiff

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
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PORTLAND OFFICE
1650 ONE MAIN PLACE
101 S.W. MAIN STREET
PORTLAND, OREGON 97204
503-224-0055

CERTIFICATE OF SERVICE

DOCUMENT(S) ATTACHED:

PLAINTIFF'S MEMORANDUM IN OPPOSITION TO MOTION FOR SUMMARY JUDGMENT

STATE OF OREGON)
) ss.
County of Lane)

I certify that on November 25, 1985 service of a true, exact and full copy of the foregoing document(s) was made in accordance with ORCP 9 B. by:

☒ Delivery to:

☐ Mailing from the U. S. Post Office in Eugene, Oregon, in a sealed envelope, with first class postage paid addressed to:

William F. Cloran, Attorney of record for Defendant
Dept. of Justice, Justice Bldg.
Salem, OR 97310

______, Attorney of record for ______

______, Attorney of record for ______

______, Attorney of record for ______

______, Attorney of record for ______

______, Attorney of record for ______

DATED: November 25, 1985

F.G. ALLEN
Charles R. Schrader, OSB #77339
Attorney for: Plaintiff

*OREGON AND WASHINGTON BARS

9834

FORM No. 255—CIVIL SUBPOENA—Issued by Clerk/Judge/Justice/Attorney. STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OREGON 97204

1/1/80

In the CIRCUIT Court of the State of Oregon

For the County of MARION

MORSE BROS., INC., an Oregon corporation,
Plaintiff

vs.

STATE OF OREGON,
Defendant

No. 85-1194

CIVIL SUBPOENA

TO: BOBBY D. JOHNSON, 2120 N.W. 21st Street, Pendleton, OR 97801

You hereby are required to appear in the above entitled court at Room No. .... of the county court house of Marion *County in the city of* Salem*, Oregon on the* 2nd *day of* December*, 19*85*, at* 9:00 *o'clock* A*. M., to testify as a witness in the above entitled cause on behalf of the following named party(ies):* STATE OF OREGON *and to remain until the testimony is closed unless you are sooner discharged. At the end of each day's attendance you may demand of said party(ies) or their attorney the payment of legal witness fees for the next following day and if not then paid, you are not obligated to remain longer in attendance.*

*You are commanded to bring with you**

Dated November 25, *19*85

† *Issued By:* William F. Cloran
WILLIAM F. CLORAN
Assistant Attorney General

* *If applicable, list books, papers, documents or tangible things; if any items are listed, the words DUCES TECUM should be added to the title of the document. i.e. CIVIL SUBPOENA DUCES TECUM.*

† *A subpoena may be issued in blank by the clerk of the court in which the action is pending, or if there is no clerk, then by a judge or justice of such court; or it may be issued by an attorney of record of the party to the action in whose behalf the witness is required to appear. See ORCP Rule 55 C. (1)*

I hereby certify that the foregoing is a complete and exact copy of the original subpoena in the above entitled cause as the same appears in my hands for service.

/s/ Frances A. Lushenko
IF AN OFFICER, STATE TITLE

Witness fee	$ 5.00
Mileage	40.64
Total	$ 45.64

STATE OF OREGON, County of Marion *ss:*

I hereby certify that I served ~~the within~~ /by mail *subpoena on the* 25th *day of* November*, 19*85*, on the within named* Bobby D. Johnson *by delivering to him/her a copy thereof personally and giving or offering to him/her at the same time the fees and mileage (see opposite) to which he/she is entitled for travel to and from the place designated in said subpoena and one day's attendance; that I am a competent person over the age of 18 years.*

Frances A. Lushenko

WILLIAM F. CLORAN
Assistant Attorney General
450 Justice Building
Salem, OR 97310
(503) 378-6313

NAME, ADDRESS AND TELEPHONE OF ATTORNEY FOR PARTY IN WHOSE BEHALF THE WITNESS IS REQUIRED TO APPEAR

CIVIL SUBPOENA

9234

November 22, 1985

Mr. Charles R. Schrader
Attorney at Law
Harrang, Swanson, Long, et al
400 South Park Building
101 East Broadway
Eugene, Oregon 97401

Re: Morse Bros., Inc. v. State of Oregon
Marion County Circuit Court Case No. 85-1194

Dear Chuck:

Enclosed for your files is a copy of the Case Management Order entered by Judge Sloper in the Morse Bros. case. This is the same Order that I discussed with you and with Gordy Allen prior to its submission.

I have discussed Morse Bros.' offer to settle this litigation for the sum of $12,000 with my client and received its evaluation. After a thorough re-examination of the facts with our project staff, my client has elected to decline the offer and to proceed to trial.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

Enclosure

9234

John R. McCulloch, Jr.
Chief Trial Counsel

November 21, 1985

William F. Cloran
Assistant Attorney General

Morse Bros., Inc. v. State of Oregon
Marion County Circuit Court Case No. 85-1194

PRETRIAL REPORT

1. File Update

   a. Date of last report: October monthly status report, November 8, 1985.

   b. New pleadings: Motion for summary judgment filed November 12, 1985 by the State.

   c. Depositions: Deposition of Richard Reinhard taken by the State is the only deposition in the case.

   d. Medical reports: N/A.

   e. Other things done: Trial graphic exhibits have been prepared, a preliminary meeting has been had with the State's primary witnesses, Mr. Bobby Johnson and Mr. Tom Gardner.

   f. Information received from investigator: None.

2. Supplemental Description of Controversy

On or about June 1, 1984, defendant the State of Oregon and plaintiff Morse Bros., Inc. entered into a contract to construct, reconstruct, and improve paving on the Blue Mountain Summit - Elgin Section of Weston-Elgin Highway in Union County. The contract documents included Standard Specifications for Highway Construction, Oregon 1984, which were incorporated by reference, and which together with detailed plans and specifications issued for the job formed the basis of the contractual relationship between plaintiff and defendant. Included in the contract work was a requirement that plaintiff prepare the highway for surfacing by constructing a cement treated base course (CTB) and chip seal to receive and support the paving placed as a travel surface.

Early in the job, plaintiff sampled the aggregates of the existing base course in areas where the pavement was damaged. It discovered that the rock in the existing base was alluvial gravels, pebbles and cobbles which, because of their rounded shape, would not lend themselves to cement treatment. Plaintiff proposed to overcome this situation by importing new aggregates of a crushed rock to increase the percentage of angular material in the mix. Defendant agreed to plaintiff's proposal and a price agreement was signed on July 18, 1984 authorizing this method of work.

Work on the CTB started on July 24, 1984 and a dispute immediately arose concerning the plaintiff's use of water on the new aggregates to be included in the CTB under the contract and the price agreement. Plaintiff's superintendent, Mr. Chuck VanDenBerg, insisted that Standard Specification No. 310.81 allowed for payment for water as a separate item and that the new aggregate being furnished came under the provisions of section 304.81. Defendant pointed out that the new aggregates were furnished under bid item #22 entitled "aggregate for treated base" to be paid for by the ton as set out in sections 109 and paragraphs 310.81 and 310.91 which specifically disallowed any separate payment for water.

Plaintiff promptly served notice upon the defendant that it intended to continue application of water to the material prior to mixing, in spite of defendant's caution that plaintiff did so at its own risk and would not be allowed any additional money for water.

Both plaintiff and defendant agree that the price for water under the contract if plaintiff prevails is $12.00 per thousand gallons and that only water applied to aggregates later mixed into the CTB is at issue.

An examination of the bid documents and plaintiff's cost accounting records sheds further light on the dispute. The bid item for aggregate in treated base was item #22 and included an estimate of quantity of 87,000 tons. Plaintiff assigned its own bid number 154 to this item and separated it from aggregate base which was bid #19 and plaintiff's #154. The price agreement reached between plaintiff and defendant increased the quantity for aggregate in treated base by 4,053 tons but it did nothing with regard to the aggregate base item. The aggregate in treated base item relates to provisions 310.81 and 310.91 of the contract for which water is not allowed as a separate pay item. The aggregate in base relates to section 304.81 where separate payment for water is allowed. All water in dispute was applied to aggregate furnished and paid for as aggregate in treated base, bid item #22, contractor's bid #154.

The plaintiff's bid work sheet shows that it included water within this item rather than as a separate item and interpreted the specification in the same manner as defendant.

Plaintiff has been fully paid for water used.

None of the foregoing facts are matters of genuine dispute.

3. Defendant's Version

A. Plaintiff began producing aggregate from the Andies Prarie Quarry on the first of the week in July and shortly thereafter began placing it upon the previously pulvimixed roadway. To do this, plaintiff employed bellydump trucks placing the aggregate in windrows which were knocked down and spread by a grader. The Andies Prarie source aggregate was already moist as it came from the quarry and it was the judgment of the State's inspectors that little additional water was required. A water truck driver, Neal Campbell, was hired by plaintiff locally. Plaintiff's superintendent, Mr. VenDenBerg, informed defendant's inspector Mr. Gardner that a minimum of four loads of water per day would be necessary to keep the water truck driver on the job. By mid-July, it appeared that the amount of water actually being hauled and placed upon the aggregates to be used in CTB was far in excess of what was needed for dust control and was creating soft spots in the roadway. Defendant's project manager, Mr. Bobby Johnson, informed plaintiff's superintendent, Mr. VanDenBerg, that only water necessary for dust control would be paid for as a separate item and requested that less water be used. Mr. VanDenBerg informed Mr. Johnson that he would continue applying the water on a "claim" basis. It is the opinion of the State's personnel that the water applied was either unnecessary or was being applied so that less would have to be put on during the CTB mixing process. Payment was, therefore, refused.

B. Witnesses:

(1) Mr. Bobby Johnson, former state project manager. Mr. Johnson is now retired. He is a pleasant appearing man in his 60s with extensive construction experience but no degree in engineering.

(2) Mr. Tom Gardner. Mr. Gardner's background is similar to that of Mr. Johnson. He was project inspector on the job. Mr. Gardner is presently employed by the Highway Division and is about 15 years Mr. Johnson's junior.

4. Plaintiff's Version

A. Adverse version of facts: Plaintiff contends that it is entitled to payment for all water applied. Plaintiff takes the position that the job was stage construction requiring it first to pulvamix the existing grade, second to construct a gravel roadway over the top of the pulvamixed grade for the convenience of the traveling public, third to return and combine the gravel road with the pulvamix roadway and cement-treat those materials to form a base for new paving which would be applied in the final step. Plaintiff contends that the water applied was necessary to achieve compaction and to bring the gravel to line and grade. It does not contend that the water was necessary for dust control.

B. Adverse witnesses:

(1) Richard Reinhard. Mr. Reinhard is in his 40s and is an alert, intelligent man with degrees in political science from Stanford University and construction engineering from Oregon State University. Mr. Reinhard prepared plaintiff's bid and is a credible witness.

(2) Mr. Charles VanDenBerg. Mr. VanDenBerg is 50ish and is a robust, bullish-appearing man. He has no engineering degree as far as is known and functioned as contractor-superintendent.

5. Codefendant's Version: N/A. There is no codefendant.

6. Police Investigation: N/A. This is not an accident case.

7. Pleadings: Pleadings consist of the complaint advancing a single claim for water. An answer denying the complaint was filed. Motions for summary judgment based on the language of the contract are now pending.

8. Law:

1. A contract is interpreted in accordance with the plain meaning of its terms.

It is well established that contracts are interpreted in accordance with the plain meaning of their terms. ORS 42.250, Ross Bros. Construction Co. v. State of Oregon, 50 Or App 374, 378, 650 P2d 1080 (1982). In the case at bar, the provisions to be interpreted are Standard Specifications for Highway

Construction, Oregon 1984 provisions 310.81 and 310.91 which read:

Measurement

> "310.81 Measurement - The quantity of cement to be paid for will be the number of tons, dry weight to the nearest 0.01 ton, of cement incorporated in the work at the rate and in the quantity specified. The pay quantity of cement will not include any which is lost, displaced, used in reworking, used in restoration work or which is used contrary to specifications or the direction of the Engineer. Packaged cement will be accepted at the net weight shown by the manufacturer, subject to periodic verification.
>
> "The quantity of new aggregate material to be paid for will be the number of tons of aggregate material furnished and accepted in the completed course as specified. Measurement will be by the ton as set forth in Section 109.
>
> "The quantity of aggregate in chip seal will be measured by the cubic yard in the hauling vehicles or by the ton as set forth in Section 109.
>
> "The quantity of asphalt in chip seal will be measured by the ton as set forth in Section 109.
>
> "For all work involved in constructing the cement treated base as specified, other than furnishing portland cement, new base aggregates and for the chip seal, measurement will be on the finished surface of the treatment within the neat lines shown on the plans or established by the Engineer, completed as specified, and will be computed to the nearest square yard.
>
> "No separate measurement will be made for water."

Payment

> "310.91 Payment - The accepted quantities will be paid for at the contract price per unit of measurement, for each of the pay items which follow:
>
> | Pay Item | Unit of Measurement |
> |---|---|
> | (a) Cement Treated Base | Sq. Yd. |
> | (b) Cement for Treated Base | Ton |
> | (c) Aggregate for Treated Base | Ton |
> | (d) Asphalt in Chip Seal | Ton |
> | (e) Aggregate in Chip Seal | Cu. Yds. or Ton |
>
> Item (a) above applies to the pay quantity of completed and accepted cement treated base.
>
> Item (b) above applies to the pay quantity of cement incorporated into the accepted work.
>
> Item (c) above applies to the pay quantity of new aggregate material incorporated into accepted cement treated base.
>
> Item (d) above applies to the pay quantity of asphalt incorporated into the accepted chip seal.
>
> Item (e) above applies to the pay quantity of aggregates incorporated into the accepted chip seal.
>
> *Payment at the contract prices per unit of measurement as set forth above will be full compensation for breaking up existing materials, furnishing and placing all other materials, including water, and including all labor, equipment, tools and incidentals necessary to complete the work as specified."* (Emphasis added.)

The terms are clear. Water used in the process of construction of the cement treated base is to be included in the per square yard price of the finished product and is not payable as a separate item.

The new aggregate furnished for construction of the cement treated base falls within the scope of work for section 310.

Section 310 - Cement Treated Base (Treated in Place)

Description

> "Subsection 310.01 Scope - This work shall consist of breaking up existing materials, furnishing and placing new aggregate required, cement treating the materials and constructing an asphalt chip seal. The cement treatment shall be done to the depth shown on the plans or as directed by the Engineer. The cement, new aggregate if required, existing material and water shall be mixed and compacted to form a stabilized course of material.
>
> "The treatment shall be made at the locations and in reasonably close conformity to the lines, grades, thicknesses and cross sections shown on the plans or established by the Engineer.
>
> "The work shall be scheduled in a manner such that at the end of each working shift there will be no longitudinal dropoffs within the roadway width.
>
> "The transverse dropoff of the treated base at the end of each working shift shall be feathered out as directed.
>
> "Where abrupt dropoffs occur at the edge of the roadway surface the Contractor shall provide suitable warning signs as required under Section 111."

The new aggregate to be added to existing materials is measured and paid for by the ton avoirdupois as provided for in provision 109.01(e):

> "(e) Weight - The term "ton" will mean the short ton of 2,000 pounds avoirdupois." (Emphasis added.)

There is no question that the water being claimed was applied to the new aggregate placed for incorporation in the CTB.

2. Should the Court Find That An Ambiguity Exists, It May Look to the Interpretation of Instrument by the Parties Prior to the Dispute and Other Extrinsic Evidence to Interpret the Provisions of the Contract.

Assuming for the sake of argument that the Court finds an ambiguity to exist with regard to payment for water, the law is clear that the Court may have resort to extrinsic evidence to determine the intent of the parties. Timberline Equipment Co., Inc. v. St. Paul Fire and Marine Insurance Co., 281 Or 639, 643, 576 P2d 1244 (1978). In this case, the extrinsic evidence shows that at the time of bidding, plaintiff included the water associated with the new aggregate in CTB in its cost account/bid item #116 which equates to contract bid item #20 (Exhibit F). Plaintiff's conduct at the bid stage is strong evidence of its true belief in the meaning of the contract terms. Krieg v. Union Pacific Land Resources Corp., 269 Or 221, 525 P2d 48 (1974); Aspgren v. City of Columbia City, 34 Or App 991, 1000, 581 P2d 536 (1978); United States National Bank v. Caldwell, 60 Or App 639, 644, 655 P2d 180 (1982).

3. Plaintiff's Claimed Interpretation of the Contract Terms is Patently Absurd.

Plaintiff's claimed interpretation of contract section 310.81 contained in Mr. Robert R. Reinhard's letter of December 28, 1984 to Mr. Bobby Johnson is patently absurd. An examination of sections 310.81 and 310.91 shows that bid item #20 is intended to include "all work involved in constructing the cement treated base as specified." Excepted from that is the cost of furnishing portland cement, new base aggregates, and chip seal. In the case of each excepted item, the contract provides for separate payment based upon weight or volume, and section 310.91 provides a listing of the pay items.

Both section 310.81 and section 310.91 address the subject of water. Section 310.81 provides:

> "For all work involved in constructing the cement treated base as specified, other than furnishing portland cement, new base aggregates and for the chip seal, measurement will be on the finished surface of the treatment within the neat lines shown on the plans or established by the Engineer, completed as specified, and will be computed to the nearest square yard.
>
> "No separate measurement will be made for water."

Section 310.91 provides:

> "Payment at the contract prices per unit of measurement as set forth above will be full compensation for breaking up existing materials, furnishing and placing all other materials, including water, and including all labor, equipment, tools and incidentals necessary to complete the work as specified."

When the provisions of the contract are read as a whole, Consolidated Freightways v. Wilhelm, 238 Or 518, 520, 395 P2d 555 (1964), defendant's interpretation is reasonable and is consistent with the manner in which plaintiff bid the job. Plaintiff attempts to torture the language of section 310.81 quoted above to find a meaning inconsistent with the language of the provision, the remaining contract terms, and its own interpretation at the time of bidding. The interpretation now claimed by plaintiff would render sections 310.01 concerning scope and 310.91 concerning payment meaningless. Such interpreations are not sanctioned by the courts. Oregon Bank v. Nautilus Crane and Equipment Corp., 68 Or App 131, 146, ___ P2d ___ (1984). The interpretation urged by plaintiff is unreasonable. The law imputes to a contracting party an intention corresponding to the reasonable interpretation of the language of the contract. Mendelsohn v. Mendelsohn, 104 Or 281, 286, 207 Pac 158 (1922). Plaintiff's urged interpretation is contrary to the reasonable construction fo the contract language and ought to be rejected.

In summary, defendant is entitled to judgment in its favor under ORCP Rule 47. The contract is unambiguous, was construed in the same manner by both plaintiff and defendant prior to the suit, and the interpretation urged by plaintiff is unreasonable.

9. Discussion of Liability:

A single factual conflict exists and a single legal conflict. The factual conflict is whether or not the water was necessary and proper for the performance of the work. Based upon their background and observations, both state witnesses will testify that it was not. Based upon their position, plaintiff's witnesses will testify that it was. Mr. VanDenBerg was on scene, Mr. Reinhard was not. Other than that, only interpretations of contract language will be argued. If the trier of fact believes the State's witnesses, there will be no liability. If the trier of fact believes the defendant's witnesses, liability will be in the full amount claimed in the prayer, there being no disagreement as to the actual amount of water in dispute.

10. Injuries and Damage:

Injuries and damage in this case are precise. Plaintiff claims for 1,276.2 M gallons of water at the contract price of $12 per thousand gallons. No other claims other than for interest are claimed.

11. Settlement Value or Summary:

Expected verdicts are discussed above. Plaintiff has currently offered to settle for $12,000. This compares favorably with the complaint claimed damage amounts. However, our client is convinced of its position and does not desire to pursue settlement.

WFC/jep

cc: Dave Frohnmayer
William F. Gary

9834

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an Oregon corporation,
Plaintiff,
vs.
THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division,
Defendant.

Case No. 85-1194

AFFIDAVIT OF S. SCOTT BENGE MADE IN SUPPORT OF PLAINTIFF'S RESPONSE TO DEFENDANT'S MOTION FOR SUMMARY JUDGMENT

STATE OF OREGON)
) ss.
County of Lane)

Affiant being duly sworn deposes and says:

I, S. Scott Benge, am the President of Western Mixing Co., the contractor on the Vance Creek Rest ARea to Cottonwood Creek Section of the John Day-Burns Highway in grant County, Oregon (project). I was responsible for both the bidding of the project and the accounting for payment on the project. I was personally involved in both, and make this affidavit from personal knowledge.

The project was very similar to the Blue Mountain Summit-Elgin Section project constructed by Morse Bros., Inc. which western Mixing co. also bid. The project consisted of preparation of CTB base and paving . According to the drawings and specifications prepared by the state of Oregon, Department of transportation, Highway Division (ODOT), Western Mixing Co. was required to build the project in stages. Stage I required us to pulverize the existing roadway with a machine, then mix it with the base rock under that roadway surface, and then add new rock to that base to ODOT-determined elevations while maintaining traffic through the construction area. Stage II consisted of adding cement and water to the pulverized base and new rock while mixing to create a mixed-in-place cement-treated base (CTB). This was then covered with a chip seal, and then overlaid with a wearing course.

According to Western Mixing Co.'s records, and Western Mixing Co.'s intention both at the time of bid and during the project, ODOT paid Western Mixing Co. for water added to the new rock at the bid unit rate for "watering" as the base rock was brought to finish tolerances prior to adding cement and CTB water. This is the same kind of water in contention in the Morse Bros. lawsuit.

Affiant says no more.

S Scott Benge

S. SCOTT BENGE

SUBSCRIBED AND SWORN to before me this 21st day of November, 1985.

Joan C. Chapman

Notary Public for Oregon
My commission expires: 6-27-86

CERTIFICATE OF SERVICE

I hereby certify that I served a copy of the foregoing RESPONSE TO REQUEST FOR ADMISSIONS and AFFIDAVIT OF S. SCOTT BENGE MADE IN SUPPORT OF PLAINTIFF'S RESPONSE TO DEFENDANT'S MOTION FOR SUMMARY JUDGMENT

on the following parties by hand delivery or mailing, postage prepaid, addressed as follows:

WILLIAM F. CLORAN
ASSISTANT ATTORNEY GENERAL
450 JUSTICE BUILDING
SALEM, OR 97310

CERTIFIED A TRUE COPY:

Of Attorney for Plaintiff

DATED: November 26, 1985

F. GORDON ALLEN

F. GORDON ALLEN OSB# 77010

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an
Oregon corporation,

Plaintiff,

v.

THE STATE OF OREGON, through
the Oregon Department of
Transportation, Highway
Division,

Defendant.

No. 85-1194

DEFENDANT'S TRIAL MEMORANDUM

Statement of the Case

On or about June 1, 1984, defendant the State of Oregon and plaintiff Morse Bros., Inc. entered into a contract to construct, reconstruct, and improve paving on the Blue Mountain Summit - Elgin Section of Weston-Elgin Highway in Union County. The contract documents included Standard Specifications for Highway Construction, Oregon 1984, which were incorporated by reference, and which together with detailed plans and specifications issued for the job formed the basis of the contractual relationship between plaintiff and defendant. The contract work required that plaintiff prepare the highway for surfacing by constructing a cement treated base course (CTB) and chip seal to receive and support the paving placed as a travel surface.

To construct the CTB, plaintiff was first required to till up the old highway surface and base. Next, new aggregates were added and the surface was staked and brought to grade. Finally, the contractor tilled cement into the mixture to form the base material.

Early in the job, plaintiff sampled the aggregates of the existing base course in areas where the pavement was damaged at the lower end of the job. It discovered that the rock in the existing base was alluvial gravels, pebbles and cobbles which, because of their rounded shape, would not lend themselves to cement treatment. Plaintiff proposed to overcome this situation by importing new aggregates of a crushed rock to increase the percentage of angular material in the mix. Defendant agreed to plaintiff's proposal and a price agreement was signed on July 18, 1984 authorizing this method of work.

Work on the CTB started on July 24, 1984 and a dispute immediately arose concerning the plaintiff's use of water on the new aggregates to be included in the CTB under the contract and the price agreement. Water was used in the CTB process to wet the mixture and to hydrate the cement. Water was also used on the job for dust control. Plaintiff's CTB aggregate came from a source called Andies Prarie Quarry and contained a high moisture content before placement. The material required little water for dust control. Plaintiff chose to apply great volumes of water to the aggregate during placement. Defendant questioned the practice and requested plaintiff to stop since it softened to grade. Plaintiff declined, apparently hoping to moisten the material so that less water and fewer trucks would be needed at the time of mixing. Defendant paid for the dust control water per Standard Specification for Highway Construction Oregon 1984 section 233 but refused payment for the excess amounts being applied to the CTB rock. Plaintiff's superintendent, Mr. Chuck VanDenBerg, insisted that Standard Specification No. 310.81 allowed for payment for water as a separate item and that the new aggregate being furnished came under the provisions of section 304.81. Defendant pointed out that the new aggregates were furnished under bid item #22 entitled "aggregate for treated base" to be paid for by the ton as set out in sections 109 and paragraphs 310.81 and 310.91 which specifically disallowed any separate payment for water.

Plaintiff promptly served notice upon the defendant that it intended to continue application of water to the material prior to mixing, in spite of defendant's caution that plaintiff did so at its own risk and would not be allowed any additional money for water.

Both plaintiff and defendant agree that the price for water under the contract if plaintiff prevails is $12.00 per thousand gallons and that only water applied to aggregates later mixed into the CTB is at issue.

An examination of the bid documents and plaintiff's cost accounting records sheds further light on the dispute. The bid item for aggregate in treated base was item #22 and included an estimate of quantity of 87,000 tons. Plaintiff assigned its own

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bid number 154 to this item and separated it from aggregate base which was bid #19 and plaintiff's #154. The price agreement reached between plaintiff and defendant increased the quantity for aggregate in treated base by 4,053 tons but it did nothing with regard to the aggregate base item. The aggregate in treated base item relates to provisions 310.81 and 310.91 of the contract for which water is not allowed as a separate pay item. The aggregate in base relates to section 304.81 where separate payment for water is allowed. All water in dispute was applied to aggregate furnished and paid for as aggregate in treated base, bid item #22, contractor's bid #154.

The plaintiff's bid work sheet shows that it included water within this item rather than as a separate item and interpreted the specification in the same manner as defendant.

Plaintiff has been fully paid for water used.

Issues to be Decided

Unlike most lawsuits, the parties to this suit have only a single issue to be resolved:

"Is the plaintiff entitled to separate payment for water applied to new aggregate furnished for work under section 310 of the Standard Specifications for Highway Construction, Oregon 1984?"

Argument

1. A contract is interpreted in accordance with the plain meaning of its terms.

It is well established that contracts are interpreted in accordance with the plain meaning of their terms. ORS 42.250, Ross Bros Construction Co. v. State of Oregon, 50 Or App 374, 378, 650 P2d 1080 (1982). In the case at bar, the provisions to be interpreted are Standard Specifications for Highway Construction, Oregon 1984 provisions 310.81 and 310.91 which read:

Measurement

> "310.81 Measurement - The quantity of cement to be paid for will be the number of tons, dry weight to the nearest 0.01 ton, of cement incorporated in the work at the rate and in the quantity specified. The pay quantity of cement will not include any which is lost, displaced, used in reworking, used in restoration work or which is used contrary to specifications or the direction of the Engineer. Packaged cement will be accepted at the net weight shown by the manufacturer, subject to periodic verification.
>
> "The quantity of new aggregate material to be paid for will be the number of tons of aggregate material furnished and accepted in the completed course as specified. Measurement will be by the ton as set forth in Section 109.
>
> "The quantity of aggregate in chip seal will be measured by the cubic yard in the hauling vehicles or by the ton as set forth in Section 109.
>
> "The quantity of asphalt in chip seal will be measured by the ton as set forth in Section 109.
>
> "For all work involved in constructing the cement treated base as specified, other than furnishing portland cement, new base aggregates and for the chip seal, measurement will be on the finished surface of the treatment within the neat lines shown on the plans or established by the Engineer, completed as specified, and will be computed to the nearest square yard.
>
> "No separate measurement will be made for water."

> Payment
>
> "310.91 Payment - The accepted quantities will be paid for at the contract price per unit of measurement, for each of the pay items which follow:
>
> | Pay Item | Unit of Measurement |
> |---|---|
> | (a) Cement Treated Base | Sq. Yd. |
> | (b) Cement for Treated Base | Ton |
> | (c) Aggregate for Treated Base | Ton |
> | (d) Asphalt in Chip Seal | Ton |
> | (e) Aggregate in Chip Seal | Cu. Yds. or Ton |
>
> Item (a) above applies to the pay quantity of completed and accepted cement treated base.
>
> Item (b) above applies to the pay quantity of cement incorporated into the accepted work.
>
> Item (c) above applies to the pay quantity of new aggregate material incorporated into accepted cement treated base.
>
> Item (d) above applies to the pay quantity of asphalt incorporated into the accepted chip seal.
>
> Item (e) above applies to the pay quantity of aggregates incorporated into the accepted chip seal.
>
> *Payment at the contract prices per unit of measurement as set forth above will be full compensation for breaking up existing materials, furnishing and placing all other materials, including water, and including all labor, equipment, tools and incidentals necessary to complete the work as specified."* (Emphasis added.)

The terms are clear. Water used in the process of construction of the cement treated base is to be included in the per square yard price of the finished product and is not payable as a separate item.

The new aggregate furnished for construction of the cement treated base falls within the scope of work for section 310.

Section 310 - Cement Treated Base (Treated in Place)

Description

> "Subsection 310.01 Scope - This work shall consist of breaking up existing materials, furnishing and placing new aggregate required, cement treating the materials and constructing an asphalt chip seal. The cement treatment shall be done to the depth shown on the plans or as directed by the Engineer. The cement, new aggregate if required, existing material and water shall be mixed and compacted to form a stabilized course of material.
>
> "The treatment shall be made at the locations and in reasonably close conformity to the lines, grades, thicknesses and cross sections shown on the plans or established by the Engineer.
>
> "The work shall be scheduled in a manner such that at the end of each working shift there will be no longitudinal dropoffs within the roadway width.
>
> "The transverse dropoff of the treated base at the end of each working shift shall be feathered out as directed.
>
> "Where abrupt dropoffs occur at the edge of the roadway surface the Contractor shall provide suitable warning signs as required under Section 111."

The new aggregate to be added to existing materials is measured and paid for by the ton avoirdupois as provided for in provision 109.01(e):

> "(e) Weight - The term "ton" will mean the short ton of 2,000 pounds avoirdupois." (Emphasis added.)

There is no question that the water being claimed was applied to the new aggregate placed for incorporation in the CTB.

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2. Should the Court Find That An Ambiguity Exists, It May Look to the Interpretation of Instrument by the Parties Prior to the Dispute and Other Extrinsic Evidence to Interpret the Provisions of the Contract.

Assuming for the sake of argument that the Court finds an ambiguity to exist with regard to payment for water, the law is clear that the Court may have resort to extrinsic evidence to determine the intent of the parties. Timberline Equipment Co., Inc. v. St. Paul Fire and Marine Insurance Co., 281 Or 639, 643, 576 P2d 1244 (1978). In this case, the extrinsic evidence shows that at the time of bidding, plaintiff included the water associated with the new aggregate in CTB in its cost account/bid item #116 which equates to contract bid item #20 (Exhibit F). Plaintiff's conduct at the bid stage is strong evidence of its true belief in the meaning of the contract terms. Krieg v. Union Pacific Land Resources Corp., 269 Or 221, 525 P2d 48 (1974); Aspgren v. City of Columbia City, 34 Or App 991, 1000, 581 P2d 536 (1978); United States National Bank v. Caldwell, 60 Or App 639, 644, 655 P2d 180 (1982).

3. Plaintiff's Claimed Interpretation of the Contract Terms is Patently Absurd.

Plaintiff's claimed interpretation of contract section 310.81 contained in Mr. Robert R. Reinhard's letter of December 28, 1984 to Mr. Bobby Johnson (Exhibit G) is patently absurd. An examination of sections 310.81 and 310.91 shows that bid item #20 is intended to include "all work involved in constructing the cement treated base as specified." Excepted from that is the cost of furnishing portland cement, new base aggregates, and chip seal. In the case of each excepted item, the contract provides for separate payment based upon weight or volume, and section 310.91 provides a listing of the pay items.

Both section 310.81 and section 310.91 address the subject of water. Section 310.81 provides:

> "For all work involved in constructing the cement treated base as specified, other than furnishing portland cement, new base aggregates and for the chip seal, measurement will be on the finished surface of the treatment within the neat lines shown on the plans or established by the Engineer, completed as specified, and will be computed to the nearest square yard.
>
> "No separate measurement will be made for water."

Section 310.91 provides:

> "Payment at the contract prices per unit of measurement as set forth above will be full compensation for breaking up existing materials, furnishing and placing all other materials, including water, and including all labor, equipment, tools and incidentals necessary to complete the work as specified."

When the provisions of the contract are read as a whole, Consolidated Freightways v. Wilhelm, 238 Or 518, 520, 395 P2d 555 (1964), defendant's interpretation is reasonable and is consistent with the manner in which plaintiff bid the job. Plaintiff attempts to torture the language of section 310.81 quoted above to find a meaning inconsistent with the language of the provision, the remaining contract terms, and its own interpretation at the time of bidding. The interpretation now claimed by plaintiff would render sections 310.01 concerning scope and 310.91 concerning payment meaningless. Such interpreations are not sanctioned by the courts. Oregon Bank v. Nautilus Crane and Equipment Corp., 68 Or App 131, 146, ___ P2d ___ (1984). Subsequent to filing its lawsuit, plaintiff sought to bolster its claim by suggesting that Green Book provision 104.05(b) was applicable to its claim. Such is not the case. Section 104.05(b) reads as follows:

> "(b) Detours and stage construction - The Contractor shall construct and remove if required, such detours and stage construction roadways as called for by the plans and as specifically ordered by the Engineer. Payment for the construction of said detours and stage construction roadways, and their removal if required, will be made at the applicable contract unit prices for similar type work."

The section obviously contemplates the construction of temporary roadways not incorporated into the final accepted work. It makes provision for payment in the same manner and for like items of permanent construction. No stage construction roadways were built by the plaintiff and none were required by the plans. All water in dispute was placed upon aggregate for CTB furnished under bid item #22. Were plaintiff to be consistent in its claims, all aggregate used for CTB would have been bid and furnished under bid item #19, not bid item #22. Plaintiff bid the material to which the water was applied in bid item #22 and increased that quantity rather than bid item #19 when negotiating the price agreements.

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A further difficulty with plaintiff's staged construction argument is the fact that revision letter No. 2 issued May 17, 1984 deleted the stage construction plans for the job. The interpretation urged by plaintiff is unreasonable. The law imputes to a contracting party an intention corresponding to the reasonable interpretation of the language of the contract. Mendelsohn v. Mendelsohn, 104 Or 281, 286, 207 Pac 158 (1922). Plaintiff's urged interpretation is contrary to the reasonable construction fo the contract language and ought to be rejected.

In summary, defendant is entitled to judgment in its favor under ORCP Rule 47. The contract is unambiguous, was construed in the same manner by both plaintiff and defendant prior to the suit, and the interpretation urged by plaintiff is unreasonable.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the ____ day of ___________, 1985, I served a true copy of the within Defendant's Trial Memorandum which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Charles Schrader
400 South Park Building
101 East Broadway
Eugene, Oregon 97401

/s/ WILLIAM F. CLORAN
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

☐ Tax Court
☐ Supreme Court
☑ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Morse Bros., Inc.
v. State
Case No. 85-1194
Our File No.
Defendant's Trial Memorandum
(Title of Document)

☐ Signed ______________________, 19__
☐ Filed NOV 27, 1985
By Judge ______________________

L Maras
(Clerk's Sig.)

[illegible]

CERTIFICATE OF SERVICE

I hereby certify that on the ____ day of ___________, 1985, I served a true copy of the within Defendant's Trial Memorandum which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage p

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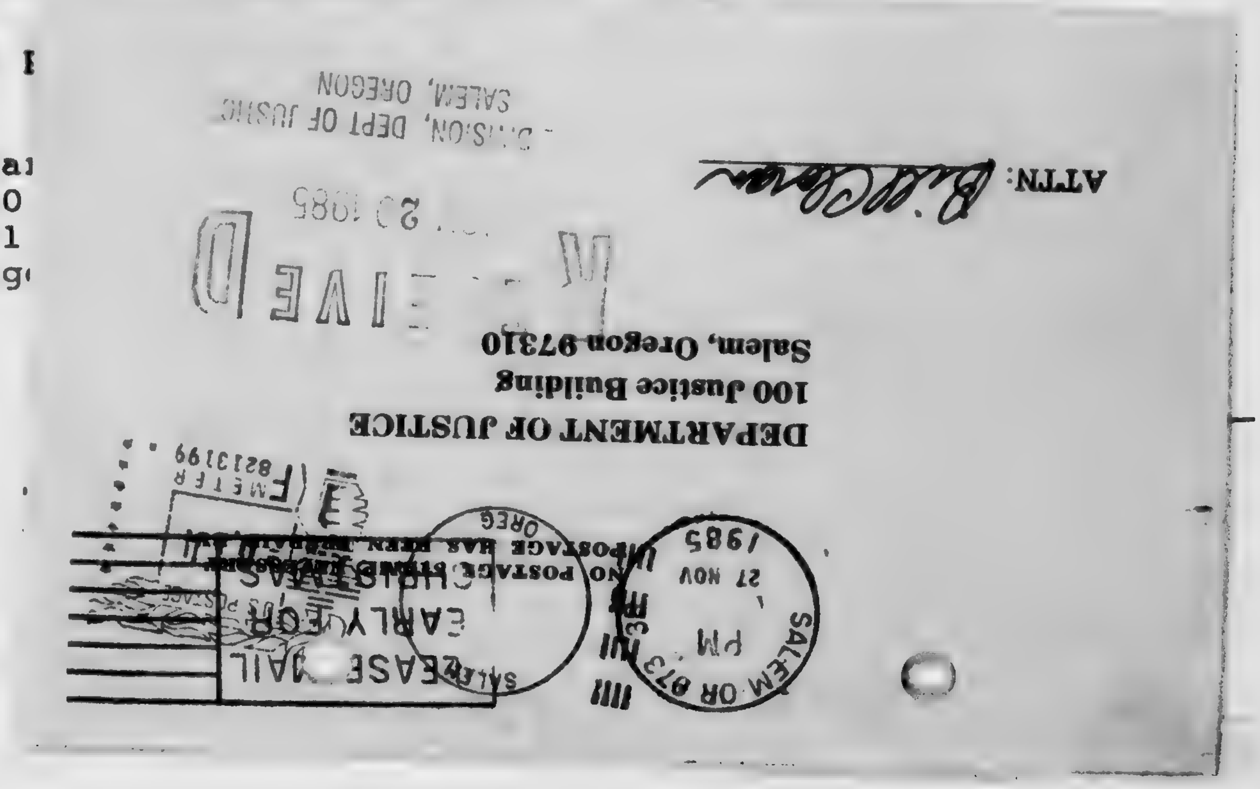

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SALEM, OREGON

ATTN: Bill Cloran

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IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an Oregon corporation,

Plaintiff,

v.

THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division,

Defendant.

No. 85-1194

AFFIDAVIT OF BOBBY JOHNSON MADE IN SUPPORT OF DEFENDANT'S MOTION FOR SUMMARY JUDGMENT

STATE OF OREGON)
) ss
County of ______________)

Affiant being duly sworn deposes and says:

I, Bobby Johnson, am presently retired. I was formerly employed by the State of Oregon, Department of Transportation, Highway Division, as an Engineer and Project Manager. I was the Project Manager for the Blue Mountain Summit Elgin Section highway paving contract at issue between Morse Bros. and the State in this litigation.

The contract between Morse Bros. and the State consisted of a standard form contract and bond, special provisions, and plans. Included in the standard form contract were the Standard Specifications for Highway Construction, Oregon 1984. This publication is known in the industry as "The Green Book" because it has a green cover. One of the principal items of work called for in the contract was the construction of cement treated base

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EXHIBIT H

(hereinafter CTB) over which pavement was to be constructed. Green Book section 310 governed the manufacture of the CTB.

Under this contract, the CTB was constructed in place. In constructing the CTB, the contractor first uses a machine to break up the old paving surface and to mix it with the existing base rock under it. In this job, as in most, the contractor was also to add some new aggregate to the mix. (Aggregate is gravel or crushed rock.) The combination of broken pavement fragments, old base aggregate, and new aggregate material is then mixed in place on the highway alignment. Water and cement are added to the mix to cement the aggregate in place. An additional sealing mixture called a chip seal is then placed over the cement-treated material to provide a surface to receive the paving.

Early in the Blue Mountain Summit job, I was asked by Morse Bros. to vary the specifications. From potholes in the old pavement, the contractor had determined that the base rock under it consisted mainly of "river rock" which are pebbles and gravels that have been rounded by the action of flowing water. Due to the rounded surface, the river rock does not cement as well as angular broken rock. The contractor proposed to import more new aggregate than called for under the original specifications and to place it on top of the old paving and base. Contractor then wished to reduce the depth to which the old paving and base was broken up and mixed in order to reduce the amount of river rock in the cement-treated mixture. Morse Bros. also proposed to reduce the total depth of materials (combination of old base rock, broken pavement, and new aggregate to be treated with cement). During negotiation of this price agreement, no claim was made for water, nor was any assertion made that adding additional amounts of aggregate to the mix in any way changed the character of the job. A written price agreement was entered into increasing the amount of aggregate to be added to the CTB materials but reducing the amount of cement because of the reduction in the depth of the total mixture. The price for this was agreed upon by the parties.

Water was required on the job for a variety of reasons. Some water was used for dust control, some was used when placing "shoulder rock" which included no cement. Some was used when constructing base consisting of gravel which was not cement treated. Water was used in the CTB process to wet the materials to be cemented and to mix with the cement and the materials. The Green Book contained measurement and payment clauses covering each aspect of the work. When water was to be paid for separately, as in the case of dust control, the contract had a special bid item which provided that water was to be paid for at the rate of $12.00 per thousand gallons. Where water was not to be paid for separately but was included in the price of the work, there was a general bid item that included water incidentals and labor. In the case of CTB, section 310, clauses 310.81 and 310.91 specifically provide that water applied to the CTB materials will not be paid for separately but that payment will

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be included in the per square yard measurement used to measure the completed CTB.

Shortly after work began, Morse Bros. commenced hauling excessive amounts of water which were poured on the new aggregate, old base, and pavement to be included in the CTB mix. The contractor was cautioned that water applied to this material would not be paid for separately. Thereafter I refused to allow the State to pay for water applied to the CTB materials. This was immediately made known to the contractor who announced through Mr. Vandenberg that he believed the water should be paid for separately and that he would continue to add water to the materials to be included in the CTB mix on a "claim basis." All of the water in dispute between the parties was applied to the CTB materials at Mr. Vandenberg's direction prior to or during the cement treating process. All water furnished for dust control or for other work in which water was to be measured and paid for separately has been paid and is not in dispute.

Affiant says no more.

Bobby Johnson
BOBBY JOHNSON

Subscribed and sworn to before me this 8TH day of November, 1985.

Notary Public for Oregon
My Commission Expires: 1-14-89

CERTIFICATE OF SERVICE

I hereby certify that on the 13th day of November, 1985, I served a true copy of the within Motion for Summary Judgment and supporting Memorandum of Points and Authorities which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Charles F. Schrader
ALLEN, KILMER, SCHRADER,
YAZBECK & CHENOWETH
1650 One Main Place
101 S.W. Main Street
Portland, Oregon 97204

William F. Cloran
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

EXHIBIT LIST

Exhibit	
A	Contract and bond with plans and specifications
B	Request for price agreement
C	Price agreement
D	Green Book provisions, section 310, section 109, and section 304
E	Morse Bros. bid preparation documents
F	Morse Bros. bid item account sheet
G	Morse Bros. letter claim 12/28/84
H	Affidavit of Bobby Johnson

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11-4-85

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an Oregon corporation,

Plaintiff,

v.

THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division,

Defendant.

No. 85-1194

MOTION FOR SUMMARY JUDGMENT

Comes now defendant State of Oregon and moves for summary judgment in its favor dismissing plaintiff's claims and finding that the contract required plaintiff to include water used in connection with the placing of aggregates for cement treated base (CTB) in bid item #20, and that plaintiff has been fully compensated therefor under the contract.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

William F. Cloran

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an Oregon corporation, Plaintiff, v. THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division, Defendant.	)	No. 85-1194 MEMORANDUM OF POINTS AND AUTHORITIES

Facts

On or about June 1, 1984, defendant the State of Oregon and plaintiff Morse Bros., Inc. entered into a contract to construct, reconstruct, and improve paving on the Blue Mountain Summit - Elgin Section of Weston-Elgin Highway in Union County (see Exhibit A). The contract documents included Standard Specifications for Highway Construction, Oregon 1984, which were incorporated by reference, and which together with detailed plans and specifications issued for the job formed the basis of the contractual relationship between plaintiff and defendant. See pleadings, affidavit of Bobby Johnson, and Exhibit A. Included in the contract work was a requirement that plaintiff prepare the highway for surfacing by constructing a cement treated base course (CTB) and chip seal to receive and support the paving placed as a travel surface.

Early in the job, plaintiff sampled the aggregates of the existing base course in areas where the pavement was damaged. It discovered that the rock in the existing base was alluvial gravels, pebbles and cobbles which, because of their rounded shape, would not lend themselves to cement treatment (Exhibit B). Plaintiff proposed to overcome this situation by importing new aggregates of a crushed rock to increase the percentage of angular material in the mix (Exhibit B). Defendant agreed to plaintiff's proposal and a price agreement was signed on July 18, 1984 authorizing this method of work (Exhibit C).

Work on the CTB started on July 24, 1984 and a dispute immediately arose concerning the plaintiff's use of water on the new aggregates to be included in the CTB under the contract and the price agreement. Plaintiff's superintendent, Mr. Chuck VanDenBerg, insisted that Standard Specification No. 310.81 allowed for payment for water as a separate item and that the new aggregate being furnished came under the provisions of section 304.81. Defendant pointed out that the new aggregates were furnished under bid item #22 entitled "aggregate for treated base" to be paid for by the ton as set out in sections 109 and paragraphs 310.81 and 310.91 which specifically disallowed any separate payment for water (copies of the relevant provisions are included for the convenience of the Court and the parties as Exhibit D).

Plaintiff promptly served notice upon the defendant that it intended to continue application of water to the material prior to mixing, in spite of defendant's caution that plaintiff did so

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at its own risk and would not be allowed any additional money for water. (Affidavit of Bobby Johnson).

Both plaintiff and defendant agree that the price for water under the contract if plaintiff prevails is $12.00 per thousand gallons and that only water applied to aggregates later mixed into the CTB is at issue.

An examination of the bid documents and plaintiff's cost accounting records sheds further light on the dispute. The bid item for aggregate in treated base was item #22 and included an estimate of quantity of 87,000 tons (Exhibit E). Plaintiff assigned its own bid number 154 to this item (Exhibit F) and separated it from aggregate base which was bid #19 and plaintiff's #154 (Exhibits E and F). The price agreement reached between plaintiff and defendant increased the quantity for aggregate in treated base by 4,053 tons but it did nothing with regard to the aggregate base item (Exhibit C). The aggregate in treated base item relates to provisions 310.81 and 310.91 of the contract for which water is not allowed as a separate pay item. The aggregate in base relates to section 304.81 where separate payment for water is allowed. All water in dispute was applied to aggregate furnished and paid for as aggregate in treated base, bid item #22, contractor's bid #154. (Affidavit of Bobby Johnson.

The plaintiff's bid work sheet shows that it included water within this item rather than as a separate item (Exhibit F) and interpreted the specification in the same manner as defendant.

Plaintiff has been fully paid for water used. (Affidavit of Bobby Johnson).

None of the foregoing facts are matters of genuine dispute.

Issues to be Decided

Unlike most lawsuits, the parties to this suit have only a single issue to be resolved:

"Is the plaintiff entitled to separate payment for water applied to new aggregate furnished for work under section 310 of the Standard Specifications for Highway Construction, Oregon 1984?"

Argument

1. A contract is interpreted in accordance with the plain meaning of its terms.

It is well established that contracts are interpreted in accordance with the plain meaning of their terms. ORS 42.250, Ross Bros Construction Co. v. State of Oregon, 50 Or App 374, 378, 650 P2d 1080 (1982). In the case at bar, the provisions to be interpreted are Standard Specifications for Highway Construction, Oregon 1984 provisions 310.81 and 310.91 which read:

Measurement

> "310.81 Measurement - The quantity of cement to be paid for will be the number of tons, dry weight to the nearest 0.01 ton, of cement incorporated in the work at the rate and in the quantity specified. The pay quantity of cement will not include any which is lost, displaced, used in reworking, used in restoration work or which is used contrary to specifications or the direction of the Engineer. Packaged cement will

be accepted at the net weight shown by the manufacturer, subject to periodic verification.

"The quantity of new aggregate material to be paid for will be the number of tons of aggregate material furnished and accepted in the completed course as specified. Measurement will be by the ton as set forth in Section 109.

"The quantity of aggregate in chip seal will be measured by the cubic yard in the hauling vehicles or by the ton as set forth in Section 109.

"The quantity of asphalt in chip seal will be measured by the ton as set forth in Section 109.

"For all work involved in constructing the cement treated base as specified, other than furnishing portland cement, new base aggregates and for the chip seal, measurement will be on the finished surface of the treatment within the neat lines shown on the plans or established by the Engineer, completed as specified, and will be computed to the nearest square yard.

"No separate measurement will be made for water."

Payment

"310.91 Payment - The accepted quantities will be paid for at the contract price per unit of measurement, for each of the pay items which follow:

Pay Item	Unit of Measurement
(a) Cement Treated Base	Sq. Yd.
(b) Cement for Treated Base	Ton
(c) Aggregate for Treated Base	Ton
(d) Asphalt in Chip Seal	Ton
(e) Aggregate in Chip Seal	Cu. Yds. or Ton

Item (a) above applies to the pay quantity of completed and accepted cement treated base.

Item (b) above applies to the pay quantity of cement incorporated into the accepted work.

Item (c) above applies to the pay quantity of new aggregate material incorporated into accepted cement treated base.

> Item (d) above applies to the pay quantity of asphalt incorporated into the accepted chip seal.
>
> Item (e) above applies to the pay quantity of aggregates incorporated into the accepted chip seal.
>
> *Payment at the contract prices per unit of measurement as set forth above will be full compensation for breaking up existing materials, furnishing and placing all other materials, including water, and including all labor, equipment, tools and incidentals necessary to complete the work as specified.*" (Emphasis added.)

The terms are clear. Water used in the process of construction of the cement treated base is to be included in the per square yard price of the finished product and is not payable as a separate item.

The new aggregate furnished for construction of the cement treated base falls within the scope of work for section 310.

> Section 310 - Cement Treated Base (Treated in Place)
>
> Description
>
> "Subsection 310.01 Scope - *This work shall consist of breaking up existing materials, furnishing and placing new aggregate required, cement treating the materials and constructing an asphalt chip seal*. The cement treatment shall be done to the depth shown on the plans or as directed by the Engineer. The cement, *new aggregate if required*, existing material and *water* shall be mixed and compacted to form a stabilized course of material.
>
> "The treatment shall be made at the locations and in reasonably close conformity to the lines, grades, thicknesses and cross sections shown on the plans or established by the Engineer.
>
> "The work shall be scheduled in a manner such that at the end of each working shift there will be no longitudinal dropoffs within the roadway width.

> "The transverse dropoff of the treated base at the end of each working shift shall be feathered out as directed.
>
> "Where abrupt dropoffs occur at the edge of the roadway surface the Contractor shall provide suitable warning signs as required under Section 111."

The new aggregate to be added to existing materials is measured and paid for by the ton avoirdupois as provided for in provision 109.01(e):

> "(e) Weight - The term "ton" will mean the short ton of 2,000 pounds avoirdupois." (Emphasis added.)

There is no question that the water being claimed was applied to the new aggregate placed for incorporation in the CTB.

2. Should the Court Find That An Ambiguity Exists, It May Look to the Interpretation of Instrument by the Parties Prior to the Dispute and Other Extrinsic Evidence to Interpret the Provisions of the Contract.

Assuming for the sake of argument that the Court finds an ambiguity to exist with regard to payment for water, the law is clear that the Court may have resort to extrinsic evidence to determine the intent of the parties. Timberline Equipment Co., Inc. v. St. Paul Fire and Marine Insurance Co., 281 Or 639, 643, 576 P2d 1244 (1978). In this case, the extrinsic evidence shows that at the time of bidding, plaintiff included the water associated with the new aggregate in CTB in its cost account/bid item #116 which equates to contract bid item #20 (Exhibit F). Plaintiff's conduct at the bid stage is strong evidence of its true belief in the meaning of the contract terms. Krieg v. Union Pacific Land Resources Corp., 269 Or 221, 525 P2d 48 (1974); Aspgren v. City of Columbia City, 34 Or App 991, 1000, 581 P2d 536 (1978); United States National Bank v. Caldwell, 60 Or App 639, 644, 655 P2d 180 (1982).

3. Plaintiff's Claimed Interpretation of the Contract Terms is Patently Absurd.

Plaintiff's claimed interpretation of contract section 310.81 contained in Mr. Robert R. Reinhard's letter of December 28, 1984 to Mr. Bobby Johnson (Exhibit G) is patently absurd. An examination of sections 310.81 and 310.91 shows that bid item #20 is intended to include "all work involved in constructing the cement treated base as specified." Excepted from that is the cost of furnishing portland cement, new base aggregates, and chip seal. In the case of each excepted item, the contract provides for separate payment based upon weight or volume, and section 310.91 provides a listing of the pay items.

Both section 310.81 and section 310.91 address the subject of water. Section 310.81 provides:

> "For all work involved in constructing the cement treated base as specified, other than furnishing portland cement, new base aggregates and for the chip seal, measurement will be on the finished surface of the treatment within the neat lines shown on the plans or established by the Engineer, completed as specified, and will be computed to the nearest square yard.
>
> "No separate measurement will be made for water."

///

Section 310.91 provides:

> "Payment at the contract prices per unit of measurement as set forth above will be full compensation for breaking up existing materials, furnishing and placing all other materials, including water, and including all labor, equipment, tools and incidentals necessary to complete the work as specified."

When the provisions of the contract are read as a whole, Consolidated Freightways v. Wilhelm, 238 Or 518, 520, 395 P2d 555 (1964), defendant's interpretation is reasonable and is consistent with the manner in which plaintiff bid the job. Plaintiff attempts to torture the language of section 310.81 quoted above to find a meaning inconsistent with the language of the provision, the remaining contract terms, and its own interpretation at the time of bidding. The interpretation now claimed by plaintiff would render sections 310.01 concerning scope and 310.91 concerning payment meaningless. Such interpreations are not sanctioned by the courts. Oregon Bank v. Nautilus Crane and Equipment Corp., 68 Or App 131, 146, ___ P2d ___ (1984). The interpretation urged by plaintiff is unreasonable. The law imputes to a contracting party an intention corresponding to the reasonable interpretation of the language of the contract. Mendelsohn v. Mendelsohn, 104 Or 281, 286, 207 Pac 158 (1922). Plaintiff's urged interpretation is contrary to the reasonable construction fo the contract language and ought to be rejected.

In summary, defendant is entitled to judgment in its favor under ORCP Rule 47. The contract is unambiguous, was construed in the same manner by both plaintiff and defendant prior to the suit, and the interpretation urged by plaintiff is unreasonable. There is no issue of material fact.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

William F. Cloran
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

☐ Tax Court
☐ Supreme Court
☑ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Morse Bros., Inc.
v. State
Case No. 85-1194
Our File No.
Motion for Summary Judgment
(Title of Document)

☐ Signed ____________, 19__
☐ Filed 11-14-85, 19__
By Judge ____________

____
(Clerk's Sig.)

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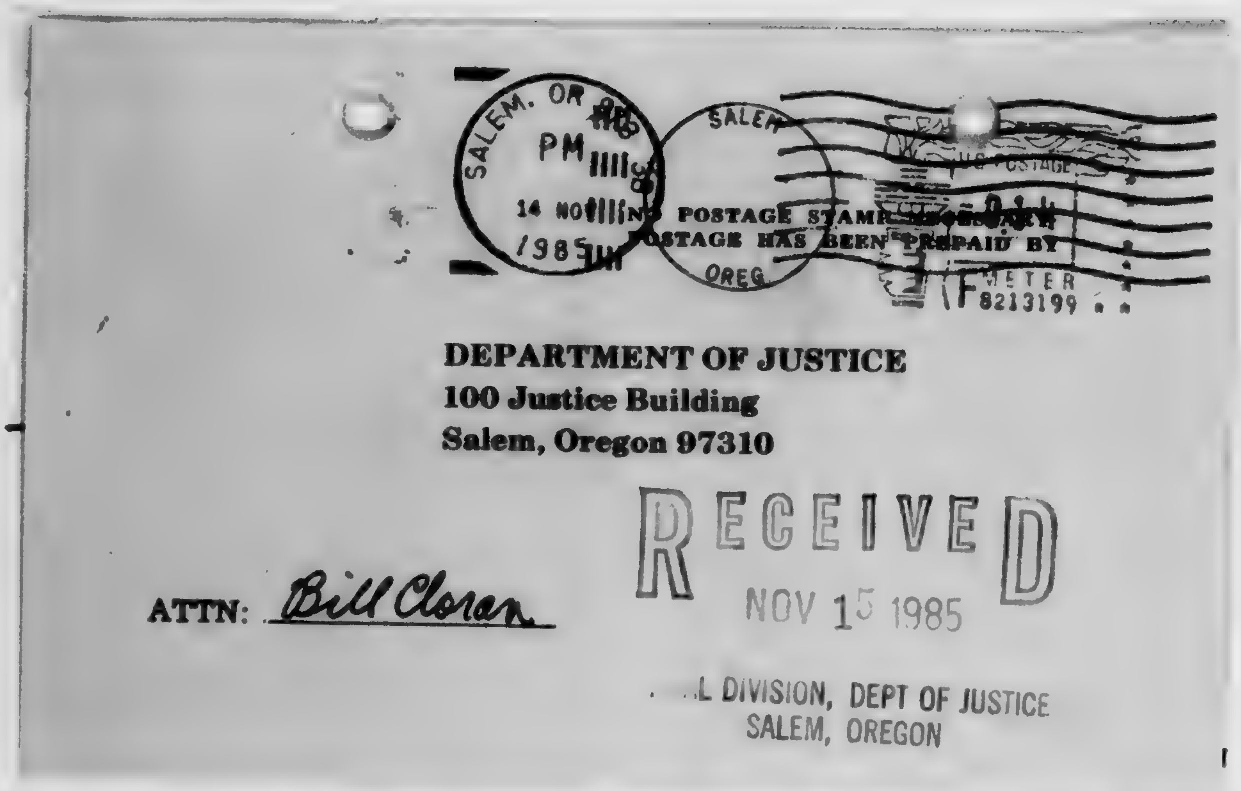

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SALEM, OREGON

ATTN: Bill Cloran

in the same manner by both plaintiff and defendant prior to the suit, and the interpretation urged by plaintiff is unreasonable.

There is

793-1

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an Oregon corporation,

Plaintiff,

v.

THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division,

Defendant.

No. 85-1194

CIVIL ACTION

CASE MANAGEMENT ORDER

Pursuant to a case management conference held on November 15, 1985, or by stipulation of the parties appearing below, as the case may be:

IT IS DECLARED OR ORDERED AS FOLLOWS:

1. This Order is entered pursuant to:

    a. the stipulation of readiness of the parties ___; or

    b. a case management conference X .

2. The parties appeared at the case management conference by:

Plaintiff's attorney	William F. Cloran
Defendant's attorney	Charles R. Schraeder
Other parties' attorney	None

3. With the exception of pleading any loss or damage that may occur to a party between this date and the date set for commencement of trial, the parties have completed their pleadings and will not seek any further pre-trial

///

amendment of their pleadings:

Plaintiff Yes_X_ No___

Defendant Yes_X_ No___

Other part(y)(ies):

________________ Yes___ No___

________________ Yes___ No___

If the above answer of any party is "no," the following order is made:

____

____

____

4. Other than motions for postponement or motions in limine regarding trial matters, all pre-trial motions have been decided.

Yes___ No_X_, the following motions are pending and will be decided at the time indicated:

Summary judgment motion______________________

____

No further pre-trial motions shall be filed after this date, except motions for postponement and motions in limine regarding trial matters.

5. Discovery is completed. Yes___ No_X_, the following discovery is pending:

a. Depositions:

By: None______________________

Who:__________________________

b. Production of Documents:

Sought by: Defendant--due November 15, 1985--
Extended to November 22, 1985

What: Truck permits, job cost records

c. Medical Examination:

Sought by: N/A

Who: ____

d. Admissions:

Sought by: Defendant

What: Due November 15, 1985--Extended to
November 22, 1985

Pending discovery shall be completed not later than ____ days before the date scheduled for commencement of trial.

6. Issues and Bifurcation:

a. Issues to be tried All
(Except in Domestic Relations cases)

b. Bifurcation of any issues. Yes____ No X

c. If bifurcated, issues to be deferred:

None

7. Number of witnesses:

Plaintiff: 3 Defendant: 3

8. Witness problems: Plaintiff: ____ Defendant: ____
(The Court presumes that proper arrangements have been made for the attendance of witnesses unless otherwise noted here.)

a. Witnesses requiring interpreters None

b. Out of state witness ____________________

c. Medical ____________________

d. Other ____________________

____

9. View scene: Yes_____ No X

10. Jury trial: Yes X No_____ 6_____ 12 X
(Verdict in 6 person jury trial requires concurrence of 5 jurors, unless parties otherwise stipulate at trial.)

11. Estimated time of trial; including view of scene:

a. Plaintiff __________

b. Defendant 2 days

c. Total __________

12. _____This case will remain on the trial calendar to commence at 9:30 a.m. on December 2, 19 85, and is given first priority on that date.

_____This case is removed from the trial calendar as one not ready for trial on the date assigned.

_____This case is removed from the trial calendar for early reset.

13. Motions in limine regarding trial matters shall be filed no later than 2 court days before the date scheduled for commencement of trial.

14. Jury instructions and any trial memo shall be filed with the Court and served no later than the commencement of trial.

15. Known exhibits shall be marked before the time set for commencement of trial.

16. Diagrams, drawings and charts shall be prepared and (if intended to be offered) before the time set for commencement of the trial.

17. Counsel for plaintiff_____ defendant_____
neither party__X__ requests assistance of the Court in attempting to reach a settlement.

18. Trial attorneys:

Plaintiff William F. Cloran

Defendant Charles R. Schraeder

19. Known conflicts of interest with Judge(s) None

20. Further Orders or Declarations:

None

ADDITIONAL ORDERS AND DECLARATIONS RELATING TO DOMESTIC RELATIONS MATTERS

21. The issues to be tried are indicated by check marks or other entries as follows:

a. Child custody __________

b. Child visitation __________

c. Child support __________

d. Spousal support __________

e. Real property distribution __________

g. Intangible personal property distribution __________

h. Allocation of debts __________

i. Amounts due and unpaid under temporary orders to be preserved in the Decree __________

j. Attorney fees __________

k. Other ____

____

22. If either party is seeking spousal or child support, each party shall serve and file an income/expense statement, with current pay stub attached, __________ ______________________________ the date scheduled for commencement of trial.

23. If the distribution of assets or the allocation of debts is disputed, petitioner shall prepare a schedule of the parties' assets and debts, with petitioner's valuations and proposed distribution and allocation set out in columnar form opposite each item. The list shall also include columns for the insertion of respondent's valuations and proposed distribution in columnar form opposite petitioner's valuations and proposed distributions and allocation. Petitioner shall serve such schedule on respondent no later than _______________ before the date scheduled for commencement of trial. Respondent shall complete such

schedule and serve the completed schedule on petitioner no later than ______________ before the date scheduled for commencement of trial. The schedule shall be submitted as a joint exhibit of the parties at the time of trial.

DATED THIS _____________________________, 19____.

____
CIRCUIT COURT JUDGE

IT IS SO STIPULATED:

____
Attorney for Plaintiff/Petitioner

____
Attorney for Defendant/Respondent

____
Attorney for

9254

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an Oregon corporation,

Plaintiff,

v.

THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division,

Defendant.

No. 85-1194

DEFENDANT'S REQUESTED JURY INSTRUCTIONS

Pursuant to ORCP Rule 59A, plaintiff State of Oregon requests the following jury instructions be given:

1.

PRELIMINARY INSTRUCTIONS

Uniform Civil Jury Instruction No. 1.00.

2.

FUNCTIONS OF COURT AND JURY

Uniform Civil Jury Instruction No. 1.01.

3.

CALM AND DISPASSIONATE CONSIDERATION

Uniform Civil Jury Instruction No. 1.02.

4.

CONSIDERATION OF ALL THE EVIDENCE

Uniform Civil Jury Instruction No. 2.01.

5.

WITNESS PRESUMED TO TELL THE TRUTH

Uniform Civil Jury Instruction No. 2.03.

6.

WITNESS FALSE IN PART

Uniform Civil Jury Instruction No. 2.04.

7.

NUMBER OF WITNESSES

Uniform Civil Jury Instruction No. 2.06.

8.

CIRCUMSTANTIAL EVIDENCE

Uniform Civil Jury Instruction No. 2.09.

9.

ORAL ADMISSIONS

Uniform Civil Jury Instruction No. 4.01.

10.

GENERAL VERDICT

Uniform Civil Jury Instruction No. 8.05.

11.

PLEADINGS AND ISSUES

Uniform Civil Jury Instruction No. 20.01.

12.

PLEADINGS NOT IN EVIDENCE

Uniform Civil Jury Instruction No. 20.02

13.

BURDEN OF PROOF

Uniform Civil Jury Instruction No. 21.01.

///

///

14.

PREPONDERANCE OF THE EVIDENCE

Uniform Civil Jury Instruction No. 21.02.

In addition, defendant requests the attached special jury instructions Nos. 15, 16 and 17 to be given.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

DEFENDANT'S REQUESTED INSTRUCTION NO. 15

You are instructed that the Morse Bros., Inc. and the defendant State herein entered into a contract entitled the Blue Mountain Summit - Elgin Basin Paving Project, which contract governed the conduct and responsibilities of each of the parties to this action during the performance of the work which has given rise to this action. This contract is in writing and consists of the Special Provisions, Contract Plans, and Standard Specifications for Highway Construction (1984). When I refer to the "contract" or "the contract between the parties" it is these documents to which I refer.

Requested by William F. Cloran

jp-50

DEFENDANT'S REQUESTED INSTRUCTION NO. 16

When a party enters into a written contract with another, it is presumed tht he knows and understands the provisions of the contract and the law requires him to comply with them. Each party is obligated to perform his obligations and assume his risks in accord with the contract and may look to the other for the performance of his obligations as well. Unless you find that there was a breach of contract by the state, it is of no legal significance that Morse Bros., Inc. finds that performance is more onerous or costly than it anticipated at the time of entering into the contract.

Dravo Corp. v. Metro. Seattle, 70 Wn2d 214, 484 P2d 399 (1971)

Requested by William F. Cloran

jp-51

DEFENDANT'S REQUESTED JURY INSTRUCTION NO. 17

The issues in dispute between the parties concern payment for water used by Morse Bros., Inc. in connection with the preparation of cement treated base. Concerning this matter, the contract provides:

Measurement

> "310.81 Measurement - The quantity of cement to be paid for will be the number of tons, dry weight to the nearest 0.01 ton, of cement incorporated in the work at the rate and in the quantity specified. The pay quantity of cement will not include any which is lost, displaced, used in reworking, used in restoration work or which is used contrary to specifications or the direction of the Engineer. Packaged cement will be accepted at the net weight shown by the manufacturer, subject to periodic verification.
>
> "The quantity of new aggregate material to be paid for will be the number of tons of aggregate material furnished and accepted in the completed course as specified. Measurement will be by the ton as set forth in Section 109.
>
> "The quantity of aggregate in chip seal will be measured by the cubic yard in the hauling vehicles or by the ton as set forth in Section 109.
>
> "The quantity of asphalt in chip seal will be measured by the ton as set forth in Section 109.
>
> "For all work involved in constructing the cement treated base as specified, other than furnishing portland cement, new base aggregates and for the chip seal, measurement will be on the finished surface of the treatment within the neat lines shown on the plans or established by the Engineer, completed as specified, and will be computed to the nearest square yard.
>
> "No separate measurement will be made for water."

Defendant's requested instruction No. 17-1

DEFENDANT'S REQUESTED JURY INSTRUCTION NO. 17 (Continued)

The contract further provides:

> ### Payment
>
> "310.91 Payment - The accepted quantities will be paid for at the contract price per unit of measurement, for each of the pay items which follow:
>
> | Pay Item | Unit of Measurement |
> |---|---|
> | (a) Cement Treated Base | Sq. Yd. |
> | (b) Cement for Treated Base | Ton |
> | (c) Aggregate for Treated Base | Ton |
> | (d) Asphalt in Chip Seal | Ton |
> | (e) Aggregate in Chip Seal | Cu. Yds. or Ton |
>
> Item (a) above applies to the pay quantity of completed and accepted cement treated base.
>
> Item (b) above applies to the pay quantity of cement incorporated into the accepted work.
>
> Item (c) above applies to the pay quantity of new aggregate material incorporated into accepted cement treated base.
>
> Item (d) above applies to the pay quantity of asphalt incorporated into the accepted chip seal.
>
> Item (e) above applies to the pay quantity of aggregates incorporated into the accepted chip seal.
>
> Payment at the contract prices per unit of measurement as set forth above will be full compensation for breaking up existing materials, furnishing and placing all other materials, including water, and including all labor, equipment, tools and incidentals necessary to complete the work as specified."

If you find that the water for which the claim is made was furnished incident to the preparaton of the cement treated base, the plaintiff is entitled to no separate payment for it.

Defendant's requested instruction No. 17-2

DEFENDANT'S REQUESTED JURY INSRUCTION NO. 17 (Continued)

If you find that the water furnished was not required by the contract nor by the defendant's representatives but was furnished by plaintiff for some reason of its own, regardless of whether those reasons were sound or unsound and regardless of whether the water helped or hindered their work, no payment for the water is required.

If, on the other hand, you find that the water was required by a duly authorized representative of the State or by the contract for a use other than cement treated base and has not been paid for, defendant is entitled to compensation at the rate of $12.00 per thousand gallons for each thousand gallons you find was so used.

If you find that plaintiff has failed to convince you by a preponderance of the evidence that an amount of water not paid for was used, then you must find for the defendant.

Defendant's requested instruction No. 17-3

Requested by William F. Cloran

7834

11-15-85

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an Oregon corporation,

Plaintiff,

v.

THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division,

Defendant.

No. 85-1194

CIVIL ACTION

CASE MANAGEMENT ORDER

Pursuant to a case management conference held on November 15, 1985, or by stipulation of the parties appearing below, as the case may be:

IT IS DECLARED OR ORDERED AS FOLLOWS:

1. This Order is entered pursuant to:

   a. the stipulation of readiness of the parties___; or

   b. a case management conference X .

2. The parties appeared at the case management conference by:

   Plaintiff's attorney William F. Cloran

   Defendant's attorney Charles R. Schraeder

   Other parties' attorney None

3. With the exception of pleading any loss or damage that may occur to a party between this date and the date set for commencement of trial, the parties have completed their pleadings and will not seek any further pre-trial

///

amendment of their pleadings:

Plaintiff Yes_X_ No___

Defendant Yes_X_ No___

Other part(y)(ies):

______________________ Yes___ No___

______________________ Yes___ No___

If the above answer of any party is "no," the following order is made:

____

____

____

4. Other than motions for postponement or motions in limine regarding trial matters, all pre-trial motions have been decided.

Yes_X_ No___, the following motions are pending and will be decided at the time indicated:

____

____

No further pre-trial motions shall be filed after this date, except motions for postponement and motions in limine regarding trial matters.

5. Discovery is completed. Yes___ No_X_, the following discovery is pending:

a. Depositions:

By: ____

Who: ____

b. Production of Documents:

Sought by: Defendant--due November 15, 1985

What: Truck permits, job cost records

c. Medical Examination:

Sought by: N/A

Who: ____________________

d. Admissions:

Sought by: Defendant

What: Due November 15, 1985

Pending discovery shall be completed not later than ____ days before the date scheduled for commencement of trial.

6. Issues and Bifurcation:

a. Issues to be tried All
(Except in Domestic Relations cases)

b. Bifurcation of any issues. Yes____ No X

c. If bifurcated, issues to be deferred:

None

____

7. Number of witnesses:

Plaintiff: ____________ Defendant: ____________

8. Witness problems: Plaintiff: _____ Defendant: _____
(The Court presumes that proper arrangements have been made for the attendance of witnesses unless otherwise noted here.)

a. Witnesses requiring interpreters None

b. Out of state witness ____________________

c. Medical____________________________________

d. Other______________________________________

____

9. View scene: Yes_____ No_X__

10. Jury trial: Yes_X__ No_____ 6_____ 12_X__ (Verdict in 6 person jury trial requires concurrence of 5 jurors, unless parties otherwise stipulate at trial.)

11. Estimated time of trial; including view of scene:

    a. Plaintiff __________

    b. Defendant 2 days

    c. Total __________

12. _____This case will remain on the trial calendar to commence at 9:30 a.m. on December 2, 19 85 , and is given first priority on that date.

    _____This case is removed from the trial calendar as one not ready for trial on the date assigned.

    _____This case is removed from the trial calendar for early reset.

13. Motions in limine regarding trial matters shall be filed no later than 2 court days before the date scheduled for commencement of trial.

14. Jury instructions and any trial memo shall be filed with the Court and served no later than the commencement of trial.

15. Known exhibits shall be marked before the time set for commencement of trial.

///

16. Diagrams, drawings and charts shall be prepared and (if intended to be offered) before the time set for commencement of the trial.

17. Counsel for plaintiff_____ defendant__X__
neither party_____ requests assistance of the Court in attempting to reach a settlement.

18. Trial attorneys:

Plaintiff__William F. Cloran__________________

Defendant__Charles R. Schraeder__________________

19. Known conflicts of interest with Judge(s)__None______

____

____

20. Further Orders or Declarations:

__None____

____

____

____

____

ADDITIONAL ORDERS AND DECLARATIONS RELATING TO DOMESTIC RELATIONS MATTERS

21. The issues to be tried are indicated by check marks or other entries as follows:

a. Child custody __________

b. Child visitation __________

c. Child support __________

d. Spousal support __________

e. Real property distribution __________

g. Intangible personal property distribution __________

h. Allocation of debts __________

i. Amounts due and unpaid under temporary orders to be preserved in the Decree __________

j. Attorney fees __________

k. Other ____

____

22. If either party is seeking spousal or child support, each party shall serve and file an income/expense statement, with current pay stub attached, ___________ ______________________________ the date scheduled for commencement of trial.

23. If the distribution of assets or the allocation of debts is disputed, petitioner shall prepare a schedule of the parties' assets and debts, with petitioner's valuations and proposed distribution and allocation set out in columnar form opposite each item. The list shall also include columns for the insertion of respondent's valuations and proposed distribution in columnar form opposite petitioner's valuations and proposed distributions and allocation. Petitioner shall serve such schedule on respondent no later than _______________ before the date scheduled for commencement of trial. Respondent shall complete such

schedule and serve the completed schedule on petitioner no later than ______________ before the date scheduled for commencement of trial. The schedule shall be submitted as a joint exhibit of the parties at the time of trial.

DATED THIS ______________________________, 19_____.

____
CIRCUIT COURT JUDGE

IT IS SO STIPULATED:

____
Attorney for Plaintiff/Petitioner

____
Attorney for Defendant/Respondent

____
Attorney for

7834

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an Oregon corporation, Plaintiff, v. THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division, Defendant.	No. 85-1194 REVISED NOTICE OF DEPOSITION

TO: Morse Bros., Inc., through its attorneys, Allen, Kilmer Schrader, Yazbeck & Chenoweth.

NOTICE IS HEREBY GIVEN YOU that defendant will take the oral deposition of Mr. Robert R. Reinhard before a court reporter on Friday, the 8th day of November, 1985 at 10:00 a.m. at the Department of Justice, Trial Division, 450 Justice Building, Salem, Oregon 97310; said deposition is to continue until completed or adjourned.

DATED this ___ day of October, 1985.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the ___ day of October, 1985, I served a true copy of the within Revised Notice of Deposition which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Charles R. Schrader
Allen, Kilmer, Schrader,
Yazbeck & Chenoweth
1650 One Main Place
101 S.W. Main Street
Portland, Oregon 97204

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

☐ Tax Court
☐ Supreme Court
☑ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Mona Bros. Inc.
v. State of Oregon
Case No. 85-1194
Our File No.
Revised Notice of Deposition
(Title of Document)

☐ Signed ____________, 19__
☐ Filed 10-31-85 ____________, 19__
By Judge ____________

____
(Clerk's Sig.)

CERTIFICATE OF SERVICE

I hereby certify that on the ___ day of October, 1985, I served a true copy of the within Revised Notice of Deposition which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

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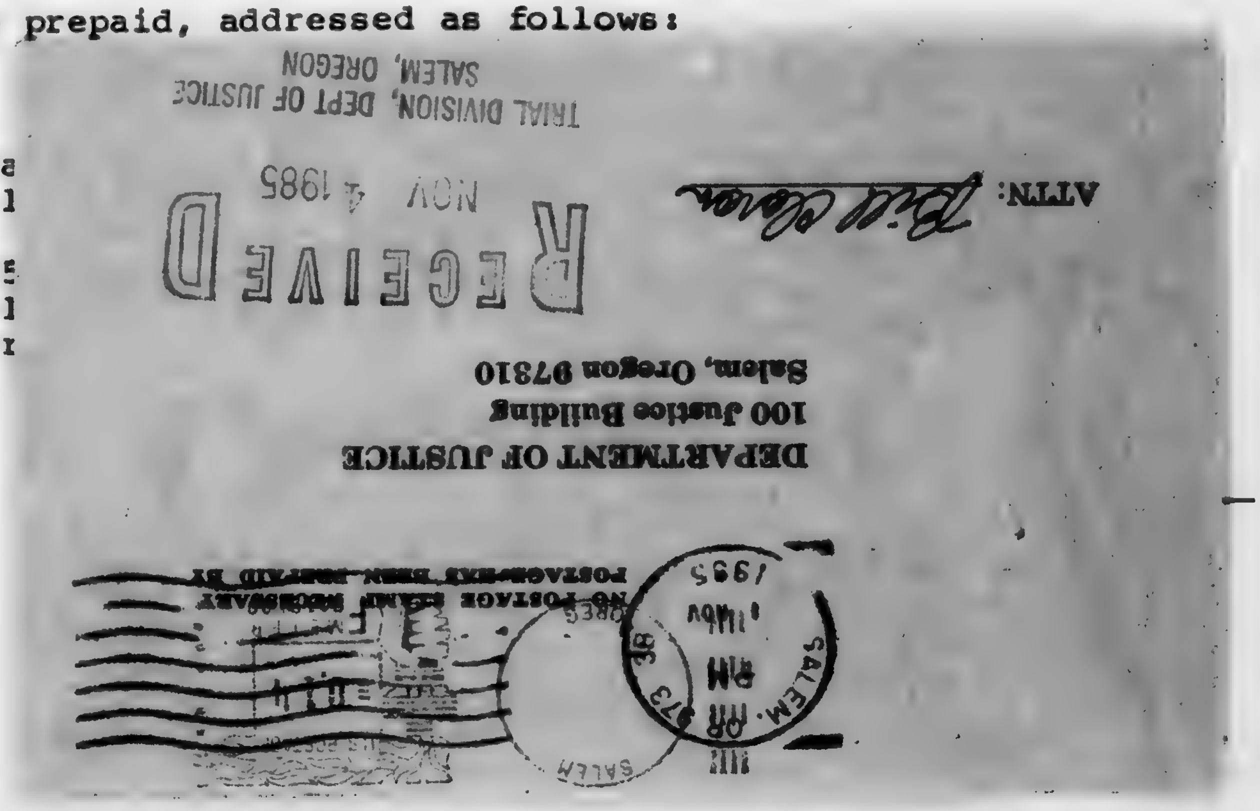

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7834

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an Oregon corporation, Plaintiff, v. THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division, Defendant.	)	No. 85-1194 DEFENDANT'S REQUESTED JURY INSTRUCTIONS

Pursuant to ORCP Rule 59A, plaintiff State of Oregon requests the following jury instructions be given:

1.

PRELIMINARY INSTRUCTIONS

Uniform Civil Jury Instruction No. 1.00.

2.

FUNCTIONS OF COURT AND JURY

Uniform Civil Jury Instruction No. 1.01.

3.

CALM AND DISPASSIONATE CONSIDERATION

Uniform Civil Jury Instruction No. 1.02.

4.

CONSIDERATION OF ALL THE EVIDENCE

Uniform Civil Jury Instruction No. 2.01.

5.

WITNESS PRESUMED TO TELL THE TRUTH

Uniform Civil Jury Instruction No. 2.03.

6.

WITNESS FALSE IN PART

Uniform Civil Jury Instruction No. 2.04.

7.

NUMBER OF WITNESSES

Uniform Civil Jury Instruction No. 2.06.

8.

CIRCUMSTANTIAL EVIDENCE

Uniform Civil Jury Instruction No. 2.09.

9.

ORAL ADMISSIONS

Uniform Civil Jury Instruction No. 4.01.

10.

GENERAL VERDICT

Uniform Civil Jury Instruction No. 8.05.

11.

PLEADINGS AND ISSUES

Uniform Civil Jury Instruction No. 20.01.

12.

PLEADINGS NOT IN EVIDENCE

Uniform Civil Jury Instruction No. 20.02

13.

BURDEN OF PROOF

Uniform Civil Jury Instruction No. 21.01.

///

///

14.

PREPONDERANCE OF THE EVIDENCE

Uniform Civil Jury Instruction No. 21.02.

In addition, defendant requests the attached special jury instructions Nos. 15, 16 and 17 to be given.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

DEFENDANT'S REQUESTED INSTRUCTION NO. 15

You are instructed that the Morse Bros., Inc. and the defendant State herein entered into a contract entitled the Blue Mountain Summit - Elgin Basin Paving Project, which contract governed the conduct and responsibilities of each of the parties to this action during the performance of the work which has given rise to this action. This contract is in writing and consists of the Special Provisions, Contract Plans, and Standard Specifications for Highway Construction (1984). When I refer to the "contract" or "the contract between the parties" it is these documents to which I refer.

Requested by William F. Cloran

jp-50

DEFENDANT'S REQUESTED INSTRUCTION NO. 16

When a party enters into a written contract with another, it is presumed tht he knows and understands the provisions of the contract and the law requires him to comply with them. Each party is obligated to perform his obligations and assume his risks in accord with the contract and may look to the other for the performance of his obligations as well. Unless you find that there was a breach of contract by the state, it is of no legal significance that Morse Bros., Inc. finds that performance is more onerous or costly than it anticipated at the time of entering into the contract.

Dravo Corp. v. Metro. Seattle, 70 Wn2d 214, 484 P2d 399 (1971)

Requested by William F. Cloran

jp-51

DEFENDANT'S REQUESTED JURY INSTRUCTION NO. 17

The issues in dispute between the parties concern payment for water used by Morse Bros., Inc. in connection with the preparation of cement treated base. Concerning this matter, the contract provides:

Measurement

> "310.81 Measurement - The quantity of cement to be paid for will be the number of tons, dry weight to the nearest 0.01 ton, of cement incorporated in the work at the rate and in the quantity specified. The pay quantity of cement will not include any which is lost, displaced, used in reworking, used in restoration work or which is used contrary to specifications or the direction of the Engineer. Packaged cement will be accepted at the net weight shown by the manufacturer, subject to periodic verification.
>
> "The quantity of new aggregate material to be paid for will be the number of tons of aggregate material furnished and accepted in the completed course as specified. Measurement will be by the ton as set forth in Section 109.
>
> "The quantity of aggregate in chip seal will be measured by the cubic yard in the hauling vehicles or by the ton as set forth in Section 109.
>
> "The quantity of asphalt in chip seal will be measured by the ton as set forth in Section 109.
>
> "For all work involved in constructing the cement treated base as specified, other than furnishing portland cement, new base aggregates and for the chip seal, measurement will be on the finished surface of the treatment within the neat lines shown on the plans or established by the Engineer, completed as specified, and will be computed to the nearest square yard.
>
> "No separate measurement will be made for water."

Defendant's requested instruction No. 17-1

DEFENDANT'S REQUESTED JURY INSTRUCTION NO. 17 (Continued)

The contract further provides:

Payment

"310.91 Payment - The accepted quantities will be paid for at the contract price per unit of measurement, for each of the pay items which follow:

Pay Item	Unit of Measurement
(a) Cement Treated Base	Sq. Yd.
(b) Cement for Treated Base	Ton
(c) Aggregate for Treated Base	Ton
(d) Asphalt in Chip Seal	Ton
(e) Aggregate in Chip Seal	Cu. Yds. or Ton

Item (a) above applies to the pay quantity of completed and accepted cement treated base.

Item (b) above applies to the pay quantity of cement incorporated into the accepted work.

Item (c) above applies to the pay quantity of new aggregate material incorporated into accepted cement treated base.

Item (d) above applies to the pay quantity of asphalt incorporated into the accepted chip seal.

Item (e) above applies to the pay quantity of aggregates incorporated into the accepted chip seal.

Payment at the contract prices per unit of measurement as set forth above will be full compensation for breaking up existing materials, furnishing and placing all other materials, including water, and including all labor, equipment, tools and incidentals necessary to complete the work as specified."

If you find that the water for which the claim is made was furnished incident to the preparaton of the cement treated base, the plaintiff is entitled to no separate payment for it.

Defendant's requested instruction No. 17-2

DEFENDANT'S REQUESTED JURY INSRUCTION NO. 17 (Continued)

If you find that the water furnished was not required by the contract nor by the defendant's representatives but was furnished by plaintiff for some reason of its own, regardless of whether those reasons were sound or unsound and regardless of whether the water helped or hindered their work, no payment for the water is required.

If, on the other hand, you find that the water was required by a duly authorized representative of the State or by the contract for a use other than cement treated base and has not been paid for, defendant is entitled to compensation at the rate of $12.00 per thousand gallons for each thousand gallons you find was so used.

If you find that plaintiff has failed to convince you by a preponderance of the evidence that an amount of water not paid for was used, then you must find for the defendant.

Defendant's requested instruction No. 17-3

Requested by William F. Cloran

jp-54

9834

RECEIVED
NOV 25 1985
ALLEN, KILMER, SCHRADER
YAZBECK & CHENOWETH

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an Oregon corporation,
Plaintiff,

v.

THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division,
Defendant.

No. 85-1194

RESPONSE TO
REQUEST FOR ADMISSIONS

TO: Morse Bros., Inc., through its attorneys, Allen, Kilmer Schrader, Yazbeck & Chenoweth.

FAILURE TO SERVE A WRITTEN ANSWER OR OBJECTION WITHIN THE TIME ALLOWED BY ORCP 45B WILL RESULT IN ADMISSION OF THE FOLLOWING REQUESTS.

INSTRUCTIONS: Pursuant to ORCP Rule 45, you are requested to respond within thirty (30) days admitting, denying, or explaining your answers to each of the following statements. If additional space is required, please follow the format set out in ORCP Rule 45E.

REQUESTS FOR ADMISSION

Plaintiff is requested to admit that the following statements are true:

REQUEST NO. 1: Morse Bros., Inc. included an allowance for water in its bid item for cement treated base (hereinafter CTB).

RESPONSE: YES

REQUEST NO. 2: Morse Bros., Inc. included the cost of water in Morse Bros. bid/cost code items numbered 116, 41, 61, and 75.

RESPONSE: MBI ASSIGNED #116 TO BE THE COST CODE FOR WORK ON THE CTB MIXING

#'s 41, 61 & 75 ARE REFERENCE #'s FOR BID DOCUMENTS THAT REFER TO THE CTB AND COST OF WATER WAS INCLUDED ON THESE PAGES.

REQUEST NO. 3: Morse Bros., Inc. cost coded its CTB mix in place item as code number 116.

RESPONSE: YES

REQUEST NO. 4: Morse Bros., Inc. charged the cost of all water trucks and drivers to cost code account number 116.

RESPONSE: NO

REQUEST NO. 5: K. Crossley was water truck driver working in connection with Contract No. 9834.

RESPONSE: YES

REQUEST NO. 6: The water truck used on the project was assigned equipment number 115 (as used hereinafter the words "the project" shall mean work designated under Contract No. 9834 performed by Morse Bros., its agents, officers, employes, subcontractors, material men, etc.).

RESPONSE: EQUIP. # 115 (A WATER TRUCK) WAS ONE OF MANY WATER TRUCKS USED ON CONTRACT NO. 9834

REQUEST NO. 7: No water truck other than that assigned equipment number 115 was used on the project.

RESPONSE: FALSE

REQUEST NO. 8: A person named Morgan (first name unknown) acted as water truck driver on the project.

RESPONSE: AT TIMES. MR MORGAN DID DRIVE A WATER TRUCK

REQUEST NO. 9: A person named K. Mills acted as water truck driver on the project.

RESPONSE: YES

REQUEST NO. 10: A person named R. Smith acted as water truck driver on the project.

RESPONSE: Yes

REQUEST NO. 11: A person named C. Smith acted as water truck driver on the project.

RESPONSE: Yes

REQUEST NO. 12: A person named N. Campbell acted as water truck driver on the project.

RESPONSE: Yes

REQUEST NO. 13: The agreed price for water on the project furnished under OSHD bid item number 18, Morse Bros. cost code item number 180, is $12 per thousand gallons of water.

RESPONSE: Yes

Respectfully submitted,
DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

F. GORDON ALLEN

F. GORDON ALLEN OSB# 77010
of Attorneys for Morse Bros., Inc.

9834

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an Oregon corporation, Plaintiff, v. THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division, Defendant.	No. 85-1194 REQUEST FOR ADMISSIONS

TO: Morse Bros., Inc., through its attorneys, Allen, Kilmer Schrader, Yazbeck & Chenoweth.

FAILURE TO SERVE A WRITTEN ANSWER OR OBJECTION WITHIN THE TIME ALLOWED BY ORCP 45B WILL RESULT IN ADMISSION OF THE FOLLOWING REQUESTS.

INSTRUCTIONS: Pursuant to ORCP Rule 45, you are requested to respond within thirty (30) days admitting, denying, or explaining your answers to each of the following statements. If additional space is required, please follow the format set out in ORCP Rule 45E.

REQUESTS FOR ADMISSION

Plaintiff is requested to admit that the following statements are true:

REQUEST NO. 1: Morse Bros., Inc. included an allowance for water in its bid item for cement treated base (hereinafter CTB).

RESPONSE:

REQUEST NO. 2: Morse Bros., Inc. included the cost of water in Morse Bros. bid/cost code items numbered 116, 41, 61, and 75.

RESPONSE:

REQUEST NO. 3: Morse Bros., Inc. cost coded its CTB mix in place item as code number 116.

RESPONSE:

REQUEST NO. 4: Morse Bros., Inc. charged the cost of all water trucks and drivers to cost code account number 116.

RESPONSE:

REQUEST NO. 5: K. Crossley was water truck driver working in connection with Contract No. 9834.

RESPONSE:

REQUEST NO. 6: The water truck used on the project was assigned equipment number 115 (as used hereinafter the words "the project" shall mean work designated under Contract No. 9834 performed by Morse Bros., its agents, officers, employes, subcontractors, material men, etc.).

RESPONSE:

REQUEST NO. 7: No water truck other than that assigned equipment number 115 was used on the project.

RESPONSE:

REQUEST NO. 8: A person named Morgan (first name unknown) acted as water truck driver on the project.

RESPONSE:

REQUEST NO. 9: A person named K. Mills acted as water truck driver on the project.

RESPONSE:

REQUEST NO. 10: A person named R. Smith acted as water truck driver on the project.

RESPONSE:

REQUEST NO. 11: A person named C. Smith acted as water truck driver on the project.

RESPONSE:

REQUEST NO. 12: A person named N. Campbell acted as water truck driver on the project.

RESPONSE:

REQUEST NO. 13: The agreed price for water on the project furnished under OSHD bid item number 18, Morse Bros. cost code item number 180, is $12 per thousand gallons of water.

RESPONSE:

Respectfully submitted,
DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the ___ day of October, 1985, I served a true copy of the within Request for Admissions which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Charles R. Schrader
Allen, Kilmer, Schrader,
Yazbeck & Chenoweth
1650 One Main Place
101 S.W. Main Street
Portland, Oregon 97204

/s/ WILLIAM F. CLORAN
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

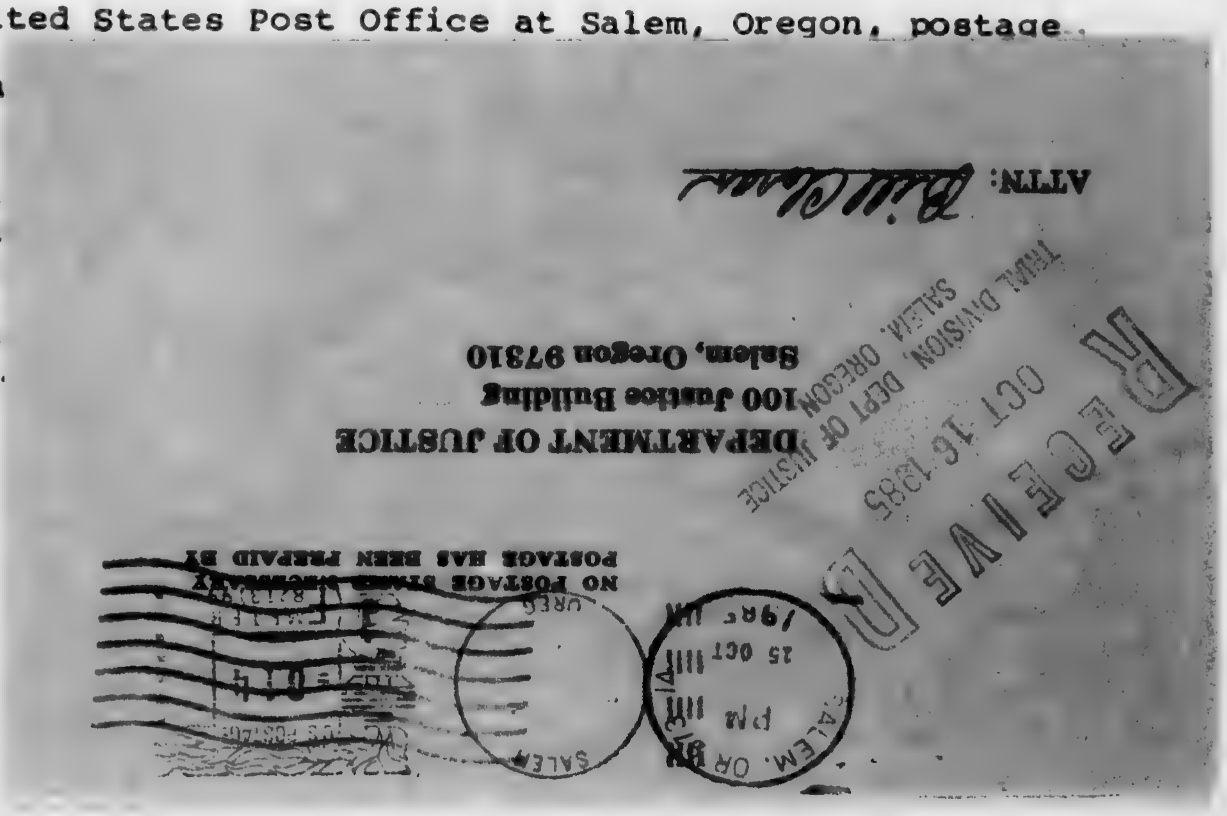
☐ Tax Court
☐ Supreme Court
☑ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Morse Bros., Inc.
v. State
Case No. 85-1194
Our File No.
Request for Admissions
(Title of Document)

☐ Signed ______, 19__
☐ Filed 10-14, 1985
By Judge ______
______ (Clerk's Sig.)

CERTIFICATE OF SERVICE

I hereby certify that on the ___ day of October, 1985, I served a true copy of the within Request for Admissions which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, a



SALEM, OR 973
PM
15 OCT
1985

SALEM
OREG

NO POSTAGE STAMP NECESSARY
POSTAGE HAS BEEN PREPAID BY

DEPARTMENT OF JUSTICE
100 Justice Building
Salem, Oregon 97310

RECEIVED
OCT 16 1985
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

ATTN: Bill Cloran

Charl
Allen
Ya
1650
101 S
Portl

jep

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an Oregon corporation, Plaintiff, v. THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division, Defendant.	)	No. 85-1194 NOTICE OF DEPOSITION

TO: Morse Bros., Inc., through its attorneys, Allen, Kilmer Schrader, Yazbeck & Chenoweth.

NOTICE IS HEREBY GIVEN YOU that defendant will take the oral deposition of Mr. Robert R. Reinhard before a court reporter on Wednesday, the 30th day of October, 1985 at 9:30 a.m. at the Department of Justice, Trial Division, 450 Justice Building, Salem, Oregon 97310; said deposition is to continue until completed or adjourned.

DATED this ____ day of October, 1985.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

10/11/85/jep/#70

CERTIFICATE OF SERVICE

I hereby certify that on the ___ day of October, 1985, I served a true copy of the within Notice of Deposition which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage-prepaid, addressed as follows:

Charles R. Schrader
Allen, Kilmer, Schrader,
Yazbeck & Chenoweth
1650 One Main Place
101 S.W. Main Street
Portland, Oregon 97204

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

☐ Tax Court
☐ Supreme Court
☑ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Morse Bros., Inc.
v. State
Case No. 85-1194
Our File No.
Notice of Deposition
(Title of Document)

, 19__
☐ Signed 10-14, 1985
☐ Filed
By Judge

JB
(Clerk's Sig.)

9734

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an
Oregon corporation,

Plaintiff,

v.

THE STATE OF OREGON, through
the Oregon Department of
Transportation, Highway
Division,

Defendant.

No. 85-1194

SECOND REQUEST FOR PRODUCTION

TO: Morse Bros., Inc., through its attorneys, Allen, Kilmer Schrader, Yazbeck & Chenoweth.

Pursuant to ORCP Rule 43, defendant State of Oregon requests that you produce the documents called for below for inspection and copying at the offices of the Department of Justice, Trial Division, Room 450, Justice Building, Salem, Oregon 97310, not later than 10:00 a.m. on Friday, November 15, 1985.

As used in this request, the terms "plaintiff" or "Morse Bros." shall be taken to mean Morse Bros., Inc., an Oregon Corporation, its agents, directors, officers, employes, subcontractors and attorneys.

The term "document" shall be taken to mean any means for the preservation, storage or transfer of information including but not limited to materials that are written, printed, typed, recorded, photographed, or stored electronically, chemically, mechanically, or by any means whatsoever.

///

In the event that plaintiff asserts a claim of privilege as to any document, thing, communication, class of documents, or other material which is otherwise responsive to a request below, plaintiff shall identify the document or class of documents or things and provide a description sufficient to support a request for in camera production together with a brief description of the reason plaintiff believes the material to be privileged.

REQUESTS FOR PRODUCTION

Plaintiff is requested to produce for inspection and copying the following:

1. Owner-operated truck and water truck PUC permits for all trucks employed on Contract No. 9834.

2. The names and addresses of operators and equipment identification, and rating for all water carrying equipment used on Contract No. 9834.

3. All job cost code indexes, job cost ledgers and records related to Contract No. 9834.

This request for production is a continuing request. Should any matter answering any request herein subsequently come into plaintiff's hands after the date set for answering this request,

///

///

///

///

///

///

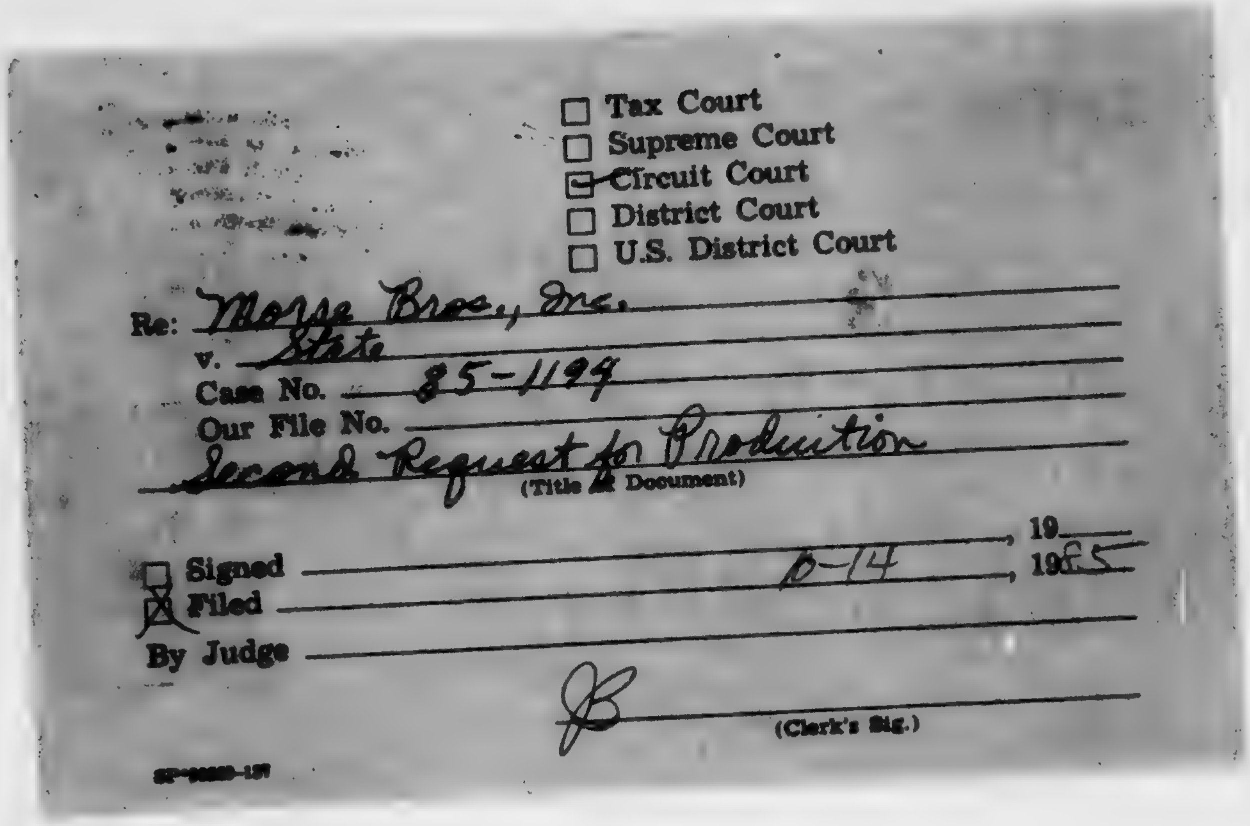
plaintiff shall forthwith notify defendant of the existence of the material and immediately offer its production.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313



☐ Tax Court
☐ Supreme Court
☑ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Morse Bros., Inc.
v. State
Case No. 85-1194
Our File No.
Second Request for Production
(Title of Document)

☐ Signed ______, 19__
☒ Filed 10-14, 1985
By Judge ______

______ (Clerk's Sig.)

CERTIFICATE OF SERVICE

I hereby certify that on the ___ day of October, 1985, I served a true copy of the within Second Request for Production which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Charles R. Schrader
Allen, Kilmer, Schrader,
Yazbeck & Chenoweth
1650 One Main Place
101 S.W. Main Street
Portland, Oregon 97204

/s/ WILLIAM F. CLORAN
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

Page

[illegible]

October 11, 1985

Mr. Charles Schrader
Attorney at Law
South Park Building
101 East Broadway
Eugene, Oregon 97401

Re: Morse Bros., Inc. v. State of Oregon
Marion County Circuit Court Case No. 85-1194

Dear Mr. Schrader:

We have completed the review of materials which you furnished pursuant to our discovery request filed on June 14 in the captioned matter. Certain documents covered in the request which we expected to see are conspicuous because of their absence. In order to obviate the need for a motion to compel, I am requesting that you furnish the documents within ten days. Please furnish the following:

1. The work order, purchase order, contract, subcontract, or hiring form, hiring the "owner-operated" water trucks. Request for Production Nos. 1, 2, 3, 5, 6, and 7.

2. Invoices, payrolls, or agreed costs of all watering trucks used on the project by day and pay period. Request for Production Nos. 2, 3, 5, and 7.

3. The check ledger and check or receipt for payment for all owner-operated water trucks. Request for Production No. 7.

4. All daily trip tickets or other means furnished by the operators of owner-operated water trucks showing the number of trips, volumes of haul vehicles, total water haul daily by pay period for the entire job broken down by bid item of work or cost code. Request for Production Nos. 2, 3, 5, and 7.

5. Contractor's cost code index and contractor's job cost ledger related to various items for which water was used, including watering, aggregate base, aggregate and CTB, and CTB mixed in place. Request for Production Nos. 2, 4, and 5.

I look forward to your prompt response.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

cc: Ron Kleinschmit

9834

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: William Cloran
Ass't. Attorney General

DATE: October 7, 1985

FROM: Ron Kleinschmit Ron
Contract Claims Coordinator

SUBJECT: Blue Mountain Sumit-Elgin
Contract No. 9834
Claim for Additional Water Payment
Litigation

Per your request in preparation for defense of litigation of a lawsuit on the above subject project, I have assembled documents and completed study of same. Attached is that product.

RK:mk

Attach.

10073M

TO:WILLIAM CLORAN ASSISTANT ATTORNEY GENERAL C09991
MORSE BROS. CLAIM BLUE MTN SUMIT - ELGIN NON-DISCOVERABLE

CONCLUSION:

-THE CONTRACTOR WAS AWARE OF THE SPECIFICATIONS THAT WATER WAS INCLUDED IN THE PRICE OF CTB IN PLACE.

-THE CONTRACTOR INCLUDED THE COST OF WATER INTO HIS ITEM FOR CTB MIX IN PLACE.

-THE CONTRACTOR CODED THE COST OF ADDING WATER UNDER THE ITEM CTB MIX IN PLACE.

-THE CONTRACTOR DID NOT ADD THE WATER AS HE SHOWS UNDER THE CLAIM ATTACHMENT LETTER OF NOV. 16, 1984 (000168 - 000170).

-THE CONTRACTOR CREATED THE CLAIMED AMOUNT OF WATER BY USING HIS ORIGINAL BID CONCEPT OF 6% WATER BY WEIGHT. HE ARRIVES AT 1,272.2M-GALLONS OWED, I WOULD COMPUTE THIS TO BE 1284.58 USING HIS LOGIC.

-THERE IS NO WAY OF TELLING HOW MUCH WATER THE CONTRACTOR ACTUALLY USED.

-THE STATE WAS CORRECT IN ITS ADMINISTRATION OF THE CONTRACTOR AND HAS COMPENSATED THE CONTRACTOR FOR ALL COSTS APPLICABLE UNDER THE CONTRACT.

-THE STATE WAS COOPERATIVE WITH THE CONTRACTOR, ALLOWING HIM TO "KEEP THE RENTED WATER TRUCK" BUSY PRIOR TO COMMENCEMENT OF CTB MIX IN PLACE.

-THERE MAY WELL BE A VIOLATION OF THE DAVIS BACON WAGE RULES FOR THE WATER TRUCKS/DRIVERS CLAIMED TO BE OWNER OPERATED.

-THE CONTRACTOR'S STATEMENT IN HIS NOVEMBER 11, 1984 LETTER ON WATER OWED PER DAY IS FALSE, AS THE WATER WAS NOT ADDED THEN.

TO:WILLIAM CLORAN ASSISTANT ATTORNEY GENERAL C09991
MORSE BROS. CLAIM BLUE MTN SUMIT - ELGIN NON-DISCOVERABLE

ADDITIONAL DISCOVERY REQUEST

-FIELD PURCHASE ORDER OR CONTRACT OR VEHICLE FOR HIRING THE "OWNER OPERATED" WATER TRUCKS.

-INVOICES, PAYROLLS OR AGREED COSTS OF ALL WATERING TRUCKS USED ON THE PROJECT, BY THE DAY AND PAY PERIOD.

-CHECK LEDGER AND CHECK OR RECEIPT FOR PAYMENT OF ALL OWNER OPERATED WATER TRUCKS.

-DAILY TRIP TICKETS OR OTHER MEANS FURNISHED BY THE OPERATORS OF OWNER OPERATED WATER TRUCKS, SHOWING THE NUMBER OF TRIPS, VOLUMES OF HAUL VEHICLES, TOTAL WATER HAULED DAILY, BY PAY PERIOD AND FOR THE ENTIRE JOB, BROKEN DOWN BY BID ITEM OF WORK OR COST CODE.

-CONTRACTOR'S COST CODE INDEX.

-CONTRACTOR'S JOB COST LEDGERS RELATED TO THE VARIOUS ITEMS INCLUDING WATERING, AGGREGATE BASE, AGGREGATE IN CTB, AND CTB MIX IN PLACE.

- Owner operated Truck & water Truck PUC Permits

TO:WILLIAM CLORAN ASSISTANT ATTORNEY GENERAL C09991
MORSE BROS. CLAIM BLUE MTN SUMIT - ELGIN NON-DISCOVERABLE

CLAIM LITIGATION ANALYSIS

IN THE **CONTRACTOR'S COMPLAINT** AGAINST THE STATE, HE STATES IN PARAGRAPH 4. ON NOVEMBER 16, 1984, AND AGAIN ON DECEMBER 28, 1984, PLAINTIFF DEMANDED PAYMENT AT THE AGREED PRICE OF $12.00 PER GALLON FOR 1,271.2 M-GALS. OF WATER.ON NOVEMBER 1984, AND ON JANUARY 28, 1985, RESPECTIVELY, PLAINTIFF'S DEMANDS FOR PAYMENT WERE DENIED.

IN THE FIRST PLACE, IF THE AGREED PRICE FOR BID ITEM #018 WERE $12.00 PER GALLON, HIS CLAIM WOULD BE FOR $15,254,400, NOT $15,254. THIS IS A MISTAKE IN TERMINOLOGY. THE AGREED PRICE FOR THE BID ITEM WATERING IS $12.00 PER M-GALLON.

NEXT, WE WOULD REVIEW THE BID ITEM IN CONTENTION, CEMENT TREATED BASE IN PLACE, BID ITEM #21 AND AGGREGATE FOR TREATED BASE, BID ITEM #22. THE CONTRACT (1984 GREEN BOOK)SPECIFICATIONS AND THE PLANS VERY CLEARLY DESCRIBE AND EXHIBIT WHAT MATERIAL IS CONSIDERED TO BE AGGREGATE BASE (SHOULDER AREAS AND BASE MATERIAL ON DETOURS) BID ITEM #19. THE CONTRACTOR'S CONTENTION IN HIS MEMO'S OF NOVEMBER 16 AND DECEMBER 28, 1984 TAKE THE APPROACH THAT: ALL MATERIAL PLACED ABOVE THE OLD PAVEMENT IS CONSIDERED AGGREGATE BASE NOT AGGREGATE IN TREATED BASE. LOOKING AT SOME OF HIS DOCUMENTS PROVIDED TO US WE FIND THE FOLLOWING:

-SHEET 000008 DESCRIBES THE OSHD BID NUMBER AND THE MORSE BROS BID NUMBER.

-WATERING OSHD=#18, MORSE #180
WATER IS COMPUTED AT TRUCK PLUS DRIVER, TRIPS PER HOUR AND A RATE TO EQUAL $11.15/M-GAL BID AT $12.00 PER M-GAL IN THE CONTRACT (SEE 000039).

-AGGREGATE BASE (DENOTED BY HANDWRITING AS "SHOULDER") OSHD #19 MORSE #155 (SEE 000008)
AGGREGATE BASE BID IS COMPUTED ON (SEE 000040) AND ALSO ON (SEE 000059) . 40 DOES NOT CONTAIN WATERING AND 59 DOES. 59 ALSO ARRIVES AT A BID PRICE OF $7.00, WHICH IS THE CONTRACT BID ALSO.

- AGGREGATE FOR TREATED BASE OSHD #22 MORSE #154 (SEE 000008) IS COMPUTED ON (SEE 000043) 87,000 TONS AT $5.71 PER TON WHICH 1.11 MORE THAN THE BID PRICE; ON (SEE 000060 & 000061) USING 60,750 TONS. EVIDENTLY THEY THOUGHT THE QUANTITY WOULD UNDERRUN AND PUT THE MONEY IN OTHER ITEMS. 43 DOES NOT INCLUDE WATER HOWEVER 61 DOES, AND INCLUDES ADDING 6% WATER FOR THIS ITEM. A PRICE AGREEMENT ALSO WAS WRITTEN REDUCE THE DEPTH OF GRINDING AND INCREASE THE DEPTH OF AGGREGATE IN TREATED BASE. THE FINAL QUANTITY WAS ACTUALLY 89,269.06 TONS USED.

- THE NEXT ITEM TO LOOK AT IS CEMENT TREATED BASE OSHD #20 MORSE # 116 (SEE 000008, 000041, 000060 & 000061, 000075). 41,61 & 75 ALL INCLUDE THE ADDITIONAL OF COST OF WATER UNDER MIX IN PLACE. **NOTE THAT MORSE HAS CODED ITS CTB MIX IN PLACE AS ITEM CODE #116. COINCIDENTLY, ALL THE WATER TRUCKS AND DRIVERS ARE**

TO:WILLIAM CLORAN ASSISTANT ATTORNEY GENERAL C09991
MORSE BROS. CLAIM BLUE MTN SUMIT - ELGIN NON-DISCOVERABLE

INCLUDED ON THE CONTRACTOR'S DAILY TIME SHEET UNDER CODE #116.

WE DON'T HAVE ANY PAYROLLS FOR THE "OWNER OPERATED WATER TRUCK DRIVERS". THE ALSO APPEAR (AT LEAST 3 OF THEM) TO BE THE SAME COMPANY. (SEE 000306 AS EXAMPLE).

9834

10/04/85

REPORT1 C09834 MORSE BROS

Index on Date

DATE	SOURCE	ITEM	NUMBER	COMMENT
08/17/83	STATE	CORE LOG	000071	CORE LOG AT SLIDE EXCAVATION AND FOREST SERV
05/17/84	STATE	ADDENDA	000076	DELETE STAGE CONSTRUCTION DETAILS SHOWN ON P
05/24/84	STATE	SPREAD SHEET	000014-16	SPREAD SHEET OF ALL BID ITEMS AND 6 BIDDERS
05/24/84	MORSE BID	NOTES	000023-109	CONTRACTOR'S BID AND BACKUP DOCUMENTATION
05/24/84	MORSE BID	COMPUTATIONS	000039	BID COMPUTATION FOR WATERING, 3500 GAL TRUCK
05/24/84	MORSE BID	COMPUTATION	000040	COMPUTATION FOR AGG. BASE CONTAINS NO $ FOR
05/24/84	MORSE BID	COMPUTATION	000041	COMPUTATION FOR CTB, PULVERIZE & PROCESS, INC
05/24/84	MORSE BID	COMPUTATION	000043	COMPUTATION FOR AGGREGATE FOR TREATED BASE,
05/24/84	MORSE BID	COMPUTATION	000046	COMPUTATION FOR AGG SAND IN CHOKE SEAL, INCL
05/24/84	MORSE BID	COMPUTATION	000060-61	SECOND COMPUTATION ON CTB OPERATION, INCLUDE
05/24/84	MORSE BID	COMPUTATION	000061	COMPUTATION AND NARRATIVE ON ADDING WATER TO
05/24/84	MORSE BID	COMPUTATION	000075	SUMMAR OF COST CTB WORK, INCLUDING & FOR WAT
06/04/84	STATE	MEMO	000022	NOTIFICATION OF CONTRACT AWARD AND COMPLETIO
06/07/84	STATE	PROGRESS		SIGN CREW INSTALLING TEMPORARY SIGNS
06/08/84	STATE	PROGRESS		NO ACTIVITY BY CONTRACTOR
06/11/84	STATE	PROGRESS		CONTRACTOR MOBILIZING AND PUTTING UP TEMP. S
06/11/84	STATE	PROGRESS		CLEARING, EXCAVATION, 1"-0 ON DETOUR
06/12/84	MORSE	DPR	000524	UNHAPPY WITH LIGHTS ON SIGNS , 5 OUT OF 6 NOT
06/12/84	STATE	PROGRESS		CONTRACTOR STARTED CLEARING TODAY ON EAST EN
06/12/84	STATE	G DIARY	PG 5	GENERAL REMARKS ABOUT ROCK SAMPLES
06/13/84	MORSE	MEMO	000079	MEMO TO JOHNSON, INTENT TO CLAIM FOR ADDITIO
06/13/84	MORSE	DPR	000522	235 DOWN APPROX 2 HRS...DIRTY FUEL FILTERS...
06/13/84	STATE	PROGRESS		CONTRACTOR CLEARING TIMBER FROM SLIDE AREA
06/13/84	STATE	G DIARY	PG 6	GENERAL COMMENTS ABOUT CLEARING OPERATION
06/14/84	MORSE	DPR	000520	TOM SAID WE ARE BEHIND ON SUBCONTRACTS....REG
06/14/84	STATE	DIARY	PG 7	GENERAL COMMENTS ABOUT PROGRESS AND INSPECTI
06/15/84	STATE	G DIARY	PG 8	GENERAL COMMENTS
06/15/84	STATE	PROGRESS		CLEARING, DETOUR CONSTRUCTION
06/18/84	MORSE	DPR	000516	UNABLE TO FIND BLADE FOR KNOCK DOWN BEHIND T
06/18/84	STATE	G DIARY	PG 9	GENERAL COMMENTS
06/18/84	STATE	PROGRESS		CLEARING, DETOUR CONSTRUCTION
06/19/84	MORSE	DPR	000514	HAULED 60 LOADS....TO BE PAID AS ROCK EMB.
06/19/84	STATE	G DIARY	PG 10	GENERAL COMMENTS, CONTRACTOR TO START PULVER
06/19/84	STATE	PROGRESS		CLEARING, EMBANKMENT
06/20/84	MORSE	DPR	000511	HAND CLEARING GOING ALOT BETTER W/ MORE PEOP
06/20/84	STATE	G DIARY	PG 11	GENERAL COMMENTS, CONTRACTOR STARTED PULVERI
06/20/84	STATE	PROGRESS		STARTED PULVERIZING, CLEARING, EXCAVATION/EM
06/21/84	MORSE	DPR	000509	COMPLAINING ABOUT OVERSIZE IN MIXED AC
06/21/84	STATE	G DIARY	PG 12	GENERAL COMMENTS
06/21/84	STATE	PROGRESS		PULVERIZING, CLEARING, PIPE
06/22/84	MORSE	DPR	000507	ORDERED TO STOP WORK, FEDS DIDN'T OK FRI NIG
06/22/84	STATE	PROGRESS		PULVERIZING, CLEARING
06/25/84	MORSE	DPR	000321	LARGE LOSS OF TEETH...WILL HAVE TO HIT TWICE
06/25/84	STATE	PROGRESS		PULVERIZING, CLEARING, EXCAVATING
06/26/84	MORSE	DPR	000324	CHUNKS STILL A PROBLEM...
06/26/84	STATE	PROGRESS		PULVERIZING (2 SHIFTS), CLEARING
06/27/84	MORSE	DPR	000327	TILLING WENT OK DEPTHS MOSTLY IN THE 3 1/2"
06/27/84	MORSE	DPR	000498	TILLING WENT OK.....
06/27/84	STATE	PROGRESS		PULVERIZING (2 SHIFTS),
06/28/84	MORSE	DPR	000330	BAD DAY DOE TO EXTRA THICK AC. LOST RENTED T

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DATE	SOURCE	ITEM	NUMBER	COMMENT
06/28/84	STATE	PROGRESS		PULVERIZING (2 SHIFTS), SECOND MACHINE ARRIVE
06/29/84	MORSE	DPR	000333	AVG. DEPTH 6 1/2", MAX TO 12", MIN 4"
06/29/84	STATE	G DIARY	PG 18	GENERAL COMMENTS
06/29/84	STATE	PROGRESS		PULVERIZING (2 MACHINES)
06/30/84	MORSE	DPR	000335	AVG AC DEPTH 7 1/2" FOR THE WHOLE WITH A RANG
06/30/84	STATE	G DIARY	PG 19	GENERAL COMMENTS, 2 GRINDERS
06/30/84	STATE	PROGRESS		PULVERIZING (2 MACHINES)
07/02/84	STATE	PROGRESS		PULVERIZING (2 MACHINES)
07/03/84	MORSE	DPR	000482	SURVEYORS SAID STAKES WITHING 5 FEET, NOT TO
07/03/84	STATE	PROGRESS		PULVERIZING (2 MACHINES)
07/05/84	MORSE	DPR	000485	FINALLY GOT TREE LIST FROM OSHD.....
07/05/84	STATE	PROGRESS		PULVERIZING (2 MACHINES 3 SHIFTS)
07/06/84	MORSE	DPR	000473	AVG DEPTH 4 1/2"
07/06/84	STATE	PROGRESS		PULVERIZING (2 MACHINES 3 SHIFTS)
07/07/84	MORSE	DPR	000469	TOM G ORDERED 10 MORE 30MPH SIGNS....
07/07/84	STATE	PROGRESS		PULVERIZING (2 MACHINES 2 SHIFTS, 1-3RD SHIFT
07/09/84	MORSE	DPR	000440	NO KEYS FOR TRUCK, DRIVERS LATE..POOR DUMPIN
07/09/84	MORSE	DPR	000466	TOM G WANTS WATER ON THE GRADE
07/09/84	STATE	PROGRESS		PULVERIZING (2 MACHINES 1 DOWN, FUEL & TEETH)
07/10/84	MORSE	SPEED MEMO	000010	ADD ITEM # 957 T&M REMOVE DANGER TREES
07/10/84	MORSE	DPR	000463	COMPLAINT ON DUST FROM BOISE CAS. BOB J. DROV
07/10/84	STATE	PROGRESS		PULVERIZING (1 MACHINE) CAR ACCIDENT ON PROJE
07/11/84	MORSE	DPR	000460	TOM G MILDLY UPSET AT PAYING FLAGGERS WHEN EQ
07/11/84	STATE	PROGRESS		PULVERIZING (1 MACHINE 3 SHIFTS) 1 WATER TRUC
07/12/84	MORSE	DPR	000457	HITTING 3-6" BAR RUN IN THE TILLING AREA AVG.
07/12/84	STATE	PROGRESS		PULV. 1MACH-3SHIFT, 1 WATER TRUCK 1 SHIFT 6 M
07/13/84	MORSE	DPR	000455	TILLER BROKE REAR END....
07/13/84	STATE	PROGRESS		PULV. 1MACH. 1 SHIFT, 1 WATER TRUCK 1 SHIFT T
07/14/84	MORSE	DPR	000453	MANDREL SHOULD BE BACK ON TILLER BY SUN. MORN
07/14/84	STATE	PROGRESS		NO PULV., START CRUSHING SET UP, 0-WATER TRUC
07/16/84	MORSE	DPR	000446	FIRE TRUCK WOULDN'T RUN, POINTS & CONDENSOR
07/16/84	STATE	PROGRESS		PULV. 1 MACH. 2 SHIFTS, 0-WATER TRUCK
07/17/84	MORSE	DPR	000442	NO ROCK LARGE ENOUGH TO MAKE 6"-3" IN ANDIES
07/17/84	STATE	PROGRESS		PULV. 1 MACH. 3-SHIFT, 1-WATER TRUCK 1 SHIFT
07/18/84	MORSE	DPR	000441	MOVED D8K, GRIZZLEY AND CONVEYOR TO PIT...
07/18/84	STATE	PROGRESS		PULV. 1MACH, 3 SHIFT, 1-WATER 1-SHIFT
07/19/84	MORSE	DPR	000437	SLOW START..MISSING DRIVERS, TO MEET ON CTB..
07/19/84	STATE	PROGRESS		1-PULV 3-SHIFT, PLACING CTB AGGR, 2 WATER TRU
07/19/84	MORSE	CLAIM	000170	USED 57.2M, PAID 8.8M, CLAIM 48.4M FIRST DAY
07/19/85	STATE	CCC	COMP	M-GAL/TON@6%= [(2000x.06)/8.34#GAL]/1000 = 0.
07/19/84	STATE	MR	COMP	3733.78 TON x 0.01439 = 53.73M-GAL ADD
07/20/84	MORSE	DPR	000435	TOM G PROMISED TO HAVE ENOUGH SURVEYORS ON JO
07/20/84	STATE	PROGRESS		1 PULV. LAYING MARKS FOR ADD ROCK
07/20/84	STATE	PROGRESS		1-PULV, 1 WATER, AGGR. FOR CTB, COMPLETED PUL
07/20/84	MORSE	CLAIM	000170	USED 94.4M, PAID 13.2M CLAIM 81.2M
07/20/84	STATE	MR	COMP	5412.7TON x 0.01439M-GAL/TON= 77.89M-GAL ADD
07/21/84	MORSE	DPR	000433	FAIR ROCK & FINISH GRADED ....
07/21/84	STATE	PROGRESS		AGGR.FOR CTB 205-376, 1 WATER TRUCK
07/21/84	MORSE	CLAIM	000170	USED 70.4M PAID 13.2M CLAIM 57.2M
07/21/84	STATE	MR	COMP	2608.47TON x 0.01439M-GAL/TON = 37.54 M-GAL A

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R CTB 205-376, 1 WATER TRUCK                                                         181
.4M PAID 13.2M CLAIM 57.2M                                                           256
TON x 0.01439M-GAL/TON = 37.54 M-GAL ADD                                             279
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DATE	SOURCE	ITEM	NUMBER	COMMENT
07/23/84	MORSE	DPR	000317	...MORE HOURS ON UPPER CRUSHER, NONE PLANNED
07/23/84	STATE	G DIARY	PG 30	GENERAL COMMENTS, CONTRACTOR DAMMING UP LITTL
07/23/84	PROGRESS	STATE		AGGR. FOR CTB 240-280,373-408, 2 WATER TRUCKS
07/23/84	MORSE	CLAIM	000170	USED 70.4M PAID 13.2M CLAIM 57.2M
07/23/84	STATE	MR	COMP	2724.08TON x 0.01439M-GAL/TON = 39.2 M-GAL AD
07/24/84	MORSE	DPR	000430	FAIR UNTIL WE RAN OUT OF ROCK
07/24/84	STATE	G DIARY	PG 31	GENERAL COMMENTS, CTB WILL NOT START TOMORROW
07/24/84	STATE	PROGRESS		AGGR FOR CTB 289-420 1 WATER TRUCK, ANDIES PR
07/24/84	PROGRESS	STATE		AGGR FOR CTB 350-488 1 WATER TRUCK, ANDIES PR
07/24/84	MORSE	CLAIM	000170	USED 70.4M PAID 17.6M CLAIM 52.8M
07/24/84	STATE	MR	COMP	3240.115 TON x 0.01439 M-GAL/TON = 46.63M-GAL
07/25/84	STATE	G DIARY	PG 32	BOB J. SAID NO PAY FOR WATER IN CTB, CONTRACT
07/25/84	MORSE	CLAIM	000170	USED 88M PAID 17.6M CLAIM 70.4M
07/25/84	STATE	MR	COMP	5598.085TON x 0.01439M-GAL/TON = 80.56 M-GAL
07/26/84	STATE	PROGRESS		AGGR FOR CTB 450-503 1 WATER TRUCK
07/26/84	MORSE	CLAIM	000170	USED 74.8M PAID 17.6M CLAIM 57.2M
07/26/84	STATE	MR	COMP	3841.95TON x 0.01439M-GAL/TON = 55.29M-GAL AD
07/27/84	STATE	PROGRESS		AGGR FOR CTB 470-607 1 WATER TRUCK
07/27/84	MORSE	CLAIM	000170	USED 101.2M PAID 17.6M CLAIM 83.6M
07/27/84	STATE	MR	COMP	6549.335TON x 0.01439M-GAL/TON = 94.24M-GAL A
07/28/84	MORSE	CLAIM	000170	USED 0M PAID 0M CLAIM 0M
07/30/84	MORSE	DPR	000314	OIL & CHIP WENT VERY LATE (3:00 AM)
07/30/84	MORSE	DPR	000425	ONE SPREADER TRUCK WOULD NOT WORK PROPERLY...
07/30/84	STATE	PROGRESS		AGGR FOR CTB, 1 WATER TRUCK 508-680,2MIXERS-C
07/30/84	MORSE	CLAIM	000170	USED 74.8M PAID 22M CLAIM 52.8M
07/30/84	STATE	MR	COMP	5430.21TON x 0.01439M-GAL/TON = 78.14 M-GAL A
07/31/84	MORSE	DPR	000420	ROLLER DOWN
07/31/84	STATE	PROGRESS		AGGR FOR CTB 1-WATER 540-750, 2MIXERS CTB 4 W
07/31/84	MORSE	CLAIM	000170	USED 133.8M POID 22M CLAIM 111.8M
07/31/84	STATE	MR	COMP	5403.555TON x 0.01439M-GAL/TON = 77.76M-GAL A
08/01/84	MORSE	DPR	000415	HOLDUP IN TRUCK DUE TO CONGESTION AT CTB
08/01/84	STATE	PROGRESS		AGGR FOR CTB 1-WATER TRUCK 596-817, 2 MIXERS
08/01/84	MORSE	CLAIM	000170	USED 66M PAID 17.6M CLAIM 48.4M
08/01/84	STATE	MR	COMP	4782.68TON x 0.01439M-GAL/TON = 68.82 M-GAL A
08/02/84	MORSE	DPR	000409	FLAT TIRE ON LOADER...CRUSHER DOWN...TRAFFIC
08/02/84	MORSE	DPR	000411	TILLER BROKE DOWN...FILTERS BAD ON TILLER...R
08/02/84	STATE	G DIARY	PG 39	COMMENTS ON TEMPER FLARE UP OF PROJECT SUPERI
08/02/84	STATE	PROGRESS		AGGR FOR CTB 1 WATER 640-850, 1 MIXER 4 WATER
08/02/84	MORSE	CLAIM	000170	USED 100.6M PAID 17.6M CLAIM 83M
08/02/84	STATE	MR	COMP	3121.3TON x 0.01439M-GAL/TON = 44.92M-GAL ADD
08/03/84	MORSE	DPR	000405	TOME MADE COMMENT THAT IN NEAR FUTURE WE ARE
08/03/84	STATE	PROGRESS		AGGR FOR CTB 1 WATER 680-878, 1 MIXER CTB 2 W
08/03/84	MORSE	CLAIM	000170	USED 100.6M PAID 11.4M CLAIM 89.2M
08/03/84	STATE	MR	COMP	4198.37TON x 0.01439M-GAL/TON = 60.41M-GAL AD
08/04/84	MORSE	DPR	000310	GRISLEY DOWN, 235 OUT OF FUEL
08/04/84	STATE	PROGRESS		AGGR FOR CTB 1-WATER 720-785, 1 MIXER 2 WATER
08/04/84	MORSE	CLAIM	000170	USED 39M PAID 19M CLAIM 20M
08/04/84	STATE	MR	COMP	2086.755TON x 0.01439M-GAL/TON = 30.3M-GAL
08/05/84	MORSE	CLAIM	000170	USED 69.8M PAID 15.2M CLAIM 54.6M
08/06/84	MORSE	DPR	000399	NO MAJOR EXCEPT GRIZZLEY NOT FIXED

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REPORT1 C09834 MORSE BROS

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 CTB 240-280,373-408, 2 WATER TRUCKS                                                               182
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N x 0.01439M-GAL/TON = 39.2 M-GAL ADD                                                              280
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ON x 0.01439M-GAL/TON = 80.56 M-GAL ADD                                                            282
CTB 450-503 1 WATER TRUCK                                                                          185
M PAID 17.6M CLAIM 57.2M                                                                           260
N x 0.01439M-GAL/TON = 55.29M-GAL ADD                                                              283
CTB 470-607 1 WATER TRUCK                                                                          186
2M PAID 17.6M CLAIM 83.6M                                                                          261
ON x 0.01439M-GAL/TON = 94.24M-GAL ADD                                                             284
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CTB, 1 WATER TRUCK 508-680,2MIXERS-CTB 4 WATER TRUCKS 204-308                                      187
M PAID 22M CLAIM 52.8M                                                                             263
N x 0.01439M-GAL/TON = 78.14 M-GAL ADD                                                             286
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CTB 1-WATER 540-750, 2MIXERS CTB 4 WATER TRUCKS 204-308                                            188
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ON x 0.01439M-GAL/TON = 77.76M-GAL ADD                                                             285
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CTB 1-WATER TRUCK 596-817, 2 MIXERS 4 WATER TRUCKS 308-406                                         189
PAID 17.6M CLAIM 48.4M                                                                             265
 x 0.01439M-GAL/TON = 68.82 M-GAL ADD                                                              287
 ON LOADER...CRUSHER DOWN...TRAFFIC PROBLEMS PIT ENTRANCE...                                        84
KE DOWN...FILTERS BAD ON TILLER...RAN OUT OF FUEL IN 706...                                         85
ON TEMPER FLARE UP OF PROJECT SUPERINTENDENT, VAN DEN BERG                                         134
CTB 1 WATER 640-850, 1 MIXER 4 WATER 322-383                                                       190
M PAID 17.6M CLAIM 83M                                                                             266
 x 0.01439M-GAL/TON = 44.92M-GAL ADD                                                               288
 COMMENT THAT IN NEAR FUTURE WE ARE GOING TO HAVE TO BLADE SOFT SPOTS..                             83
CTB 1 WATER 680-878, 1 MIXER CTB 2 WATER 308-322, CEMENT 383-416                                   191
M PAID 11.4M CLAIM 89.2M                                                                           267
 x 0.01439M-GAL/TON = 60.41M-GAL ADD                                                               289
WN, 235 OUT OF FUEL                                                                                 49
CTB 1-WATER 720-785, 1 MIXER 2 WATER 416-467                                                       192
PAID 19M CLAIM 20M                                                                                 268
N x 0.01439M-GAL/TON = 30.3M-GAL                                                                   290
 PAID 15.2M CLAIM 54.6M                                                                            269
XCEPT GRIZZLEY NOT FIXED                                                                            81
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DATE	SOURCE	ITEM	NUMBER	COMMENT
08/06/84	MORSE	DPR	000401	DID NOT GET 573 RUNNING UNTIL 8:00 AM....
08/06/84	STATE	PROGRESS		AGGR FOR CTB 1 WATER 785-912, 2 MIXERS 5 WATE
08/06/84	STATE	MR	COMP	4140.25TON x 0.01439M-GAL/TON = 59.58M-GAL AD
08/07/84	MORSE	DPR	000394	CRUSHER DOWN..LOADER NOT KEEP UP..1 WATER TRU
08/07/84	MORSE	DPR	000396	RAN OUT OF CEMENT ONCE, BLADE HAD PROBLEMS KE
08/07/84	STATE	PROGRESS		AGGR FOR CTB 1 WATER 840-954, 2 MIXER 5 WATER
08/07/84	MORSE	CLAIM	000170	USED 50.7M PAID 22.8M CLAIM 27.9M
08/07/84	STATE	MR	COMP	4592.685TON x 0.01439M-GAL/TON = 66.09M-GAL A
08/08/84	MORSE	DPR	000389	ONE END DUMP DOWN...ONE WATER TRUCK DRIVER DR
08/08/84	MORSE	DPR	000391	BROKE DRIVE CHAIN ...TILLER, DOWN FOR 3 HRS..
08/08/84	STATE	G DIARY	PG 57	TILLER DOWN, ONLY HALF OF CEMENT IN SNOW PLOW
08/08/84	STATE	PROGRESS		AGGR FOR CTB 2 WATER 875-982, 2 MIXERS 5 WATE
08/08/84	MORSE	CLAIM	000170	USED 73.7M PAID 22.8M CLAIM 50.0M
08/08/84	STATE	MR	COMP	3821.685TON x 0.01439M-GAL/TON = 54.99M-GAL A
08/09/84	MORSE	DPR	000384	TRUCKS HOLD UP FOR ABOUT AN HOUR PER TRIP IN
08/09/84	MORSE	DPR	000386	HAD TO WAIT FOR CEMENT IN PM
08/09/84	STATE	PROGRESS		AGGR FOR CTB 2 WATER 922-1020, 2 MIXERS 5 WAT
08/09/84	STATE	P.A.	7	PA TO DELETE SAND IN CHOKE, SUBSTITUTE AGGREG
08/09/84	MORSE	CLAIM	000170	USED 148.9M PAID 112.5M CLAIM 36.4M
08/09/84	STATE	MR	COMP	4773.695TON x 0.01439M-GAL/TON = 68.69M-GAL A
08/10/84	MORSE	DPR	000379	SLOW ROUND TRIP TIME ON TRUCKS IN AFTERNOON
08/10/84	MORSE	DPR	000381	CEMENT SPREADER PONY MOTOR QUIT RUNNING,..OIL
08/10/84	STATE	PROGRESS		AGGR FOR CTB 2 WATER 950-1041, 2 MIXERS 5 WAT
08/10/84	MORSE	CLAIM	000170	USED 172.9M PAID 99M CLAIM 73.9M
08/10/84	STATE	MR	COMP	4636.01TON x 0.01439M-GAL/TON = 66.71M-GAL AD
08/11/84	MORSE	DPR	000304	FLAGS OFF ALL SIGNS STOLEN AND SIGNS DUMPED I
08/11/84	STATE	PROGRESS		AGGR FOR CTB 2 WATER 990-1072, 2 MIXERS 5 WAT
08/11/84	MORSE	CLAIM	000170	USED 147.7M PSID 98.7M CLAIM 49.0M
08/11/84	STATE	MR	COMP	4348.995TON x 0.01439M-GAL/TON = 62.58M-GAL A
08/13/84	MORSE	DPR	000369	EVERYTHING FINE TODAY GOOD PROGRESS
08/13/84	STATE	A DIARY	PG 1	ALEXANDER DIARY OF AC PAVING, NO SIGNIFICANT
08/13/84	STATE	PROGRESS		AGGR FOR CTB 2 WATER, 2 MIXERS 5 WATER 725-86
08/13/84	STATE	LB REPORT	84-11800	CHOKE SEAL AGGREGATE (SUBSTITUTE MATERIAL)FAI
08/13/84	MORSE	CLAIM	000170	USED 117.7M PAID 52.4M CLAIM 65.3M
08/13/84	STATE	MR	COMP	2759.23TON x 0.01439M-GAL/TON = 39.71M-GAL AD
08/14/84	MORSE	DPR	000300	...MYSELF, THE STATE MONITORED DOUBLE TRAILER
08/14/84	MORSE	DPR	000366	SOIL CONDITIONS BAD...KNOCKED TIPS OFF OF TEE
08/14/84	STATE	PROGRESS		2 MIXERS 5 WATER 823-960, EMULSIFIED 204-387
08/15/84	MORSE	DPR	000359	TRUCK HELD UNTIL ABOUT 4:00 WITH PILOT CAR DU
08/15/84	MORSE	DPR	000363	CHOKE TRUCK BROKE THE PTO AND HELD UP FINISHI
08/15/84	STATE	PROGRESS		2 MIXERS 5 WATER 861-993, EMULS 204-335 1 POW
08/16/84	MORSE	DPR	000352	GOOD PROGRESS FINISH LT SIDE TO END OF PROJEC
08/16/84	MORSE	DPR	000354	ROUGH GRADE
08/16/84	STATE	G DIARY	PG 51	WARNING TO CONTRACTOR TO NOT OPEN CTB TO TRAF
08/16/84	STATE	PROGRESS		2 MIXERS 5 WATER 993-1082& 960-989, EMULSIFIE
08/17/84	MORSE	TRANS SLIP	000007	ADD BID ITEM # 299 EQUIPMENT BREAKDOWN
08/17/84	MORSE	DPR	000294	SCREED ON 220 PAVER SETTLES AND LEAVES A BUMP
08/17/84	MORSE	DPR	000350	GOOD PROGRESS TODAY
08/17/84	STATE	PROGRESS		2 MIXERS 5 WATER 989-1082, EMULSIFIED 381-673
08/18/84	MORSE	DPR	000291	PLANT BREAKDOWN 2 HRS

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                                                                          REC
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ET 573 RUNNING UNTIL 8:00 AM....                                           82
CTB 1 WATER 785-912, 2 MIXERS 5 WATER 406-516                             193
N x 0.01439M-GAL/TON = 59.58M-GAL ADD                                     291
OWN..LOADER NOT KEEP UP..1 WATER TRUCK DOWN, OTHER CAN'T KEEP UP           79
F CEMENT ONCE, BLADE HAD PROBLEMS KEEPING UP, ALSO ROLLER                  80
CTB 1 WATER 840-954, 2 MIXER 5 WATER 467-596                              194
M PAID 22.8M CLAIM 27.9M                                                  270
ON x 0.01439M-GAL/TON = 66.09M-GAL ADD                                    292
UMP DOWN...ONE WATER TRUCK DRIVER DRIVING TOO FAST                         77
VE CHAIN ...TILLER, DOWN FOR 3 HRS...                                      78
WN, ONLY HALF OF CEMENT IN SNOW PLOW AREA HAS BEEN TILLED FINISHED        136
CTB 2 WATER 875-982, 2 MIXERS 5 WATER 516-591                             195
M PAID 22.8M CLAIM 50.0M                                                  271
ON x 0.01439M-GAL/TON = 54.99M-GAL ADD                                    293
LD UP FOR ABOUT AN HOUR PER TRIP IN AFTERNOON-ONE DOWN FOR LAST ROUND      75
IT FOR CEMENT IN PM                                                        76
CTB 2 WATER 922-1020, 2 MIXERS 5 WATER 591-725                            196
ETE SAND IN CHOKE, SUBSTITUTE AGGREGATE IN CHOKE, -$0.25/ TON             253
9M PAID 112.5M CLAIM 36.4M                                                272
ON x 0.01439M-GAL/TON = 68.69M-GAL ADD                                    294
D TRIP TIME ON TRUCKS IN AFTERNOON                                         73
READER PONY MOTOR QUIT RUNNING,..OIL 7 HOURS LATE GETTING TO JOB           74
CTB 2 WATER 950-1041, 2 MIXERS 5 WATER 596-715                            197
9M PAID 99M CLAIM 73.9M                                                   273
N x 0.01439M-GAL/TON = 66.71M-GAL ADD                                     295
 ALL SIGNS STOLEN AND SIGNS DUMPED IN CREEK                                48
CTB 2 WATER 990-1072, 2 MIXERS 5 WATER 715-822                            198
7M PSID 98.7M CLAIM 49.0M                                                 274
ON x 0.01439M-GAL/TON = 62.58M-GAL ADD                                    296
G FINE TODAY GOOD PROGRESS                                                 72
 DIARY OF AC PAVING, NO SIGNIFICANT COMMENTS (D-1)                        150
CTB 2 WATER, 2 MIXERS 5 WATER 725-861, POWER BROOMING 204-552             199
L AGGREGATE (SUBSTITUTE MATERIAL)FAILING EXCESS PASS #200                 252
7M PAID 52.4M CLAIM 65.3M                                                 275
N x 0.01439M-GAL/TON = 39.71M-GAL ADD                                     297
, THE STATE MONITORED DOUBLE TRAILERS, COUNTER PRODUCTIVE WITH THESE...    47
ITIONS BAD...KNOCKED TIPS OFF OF TEETH, REPLACED 300                       71
5 WATER 823-960, EMULSIFIED 204-387 1 POWER BROOM                         200
D UNTIL ABOUT 4:00 WITH PILOT CAR DUE TO AC BEING HOT,NOT ENOUGH CHOKE     69
CK BROKE THE PTO AND HELD UP FINISHING                                     70
5 WATER 861-993, EMULS 204-335 1 POWER BROOM                              201
RESS FINISH LT SIDE TO END OF PROJECT                                      67
DE                                                                         68
O CONTRACTOR TO NOT OPEN CTB TO TRAFFIC EARLY                             135
5 WATER 993-1082& 960-989, EMULSIFIED 335-575 1 POWER BROOM               202
TEM # 299 EQUIPMENT BREAKDOWN                                               4
 220 PAVER SETTLES AND LEAVES A BUMP IN THE MAT EVERYTIME IT STOPS         46
RESS TODAY                                                                 66
5 WATER 989-1082, EMULSIFIED 381-673  NO BROOM?                           203
AKDOWN 2 HRS                                                               45
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DATE	SOURCE	ITEM	NUMBER	COMMENT
08/18/84	MORSE	DPR	000348	EQUIPMENT WASN'T FUELED ...8 BATTERIES DEAD
08/18/84	STATE	PROGRESS		EMULSIFIED 575-781 & 673-722 NO BROOM?
08/20/84	MORSE	DPR	000286	PLANT BREAKDOWN 2 HRS
08/20/84	STATE	PROGRESS		EMULSIFIED 1 WATER 292-541 NO BROOM?
08/21/84	MORSE	DPR	000283	FINISHED FILL AT SLIP AREA, READY FOR TILLER
08/21/84	STATE	PROGRESS		EMULSIFIED 292-516 NO BROOM, 1 WATER AT PLANT
08/22/84	MORSE	DPR	000276	ALL DRIVERS HAVE 2 HOURS DOWN TIME ON 299...
08/22/84	MORSE	DPR	000278	LACK OF OIL
08/22/84	STATE	PROGRESS		AGGR FOR CTB 279-289 1 WATER, EMULSIFIED 781-
08/22/84	STATE	PROGRESS		1 MIXER 1 WATER 279-289 LAST OF CTB, EMULSIFI
08/22/84	STATE	MR	COMP	1465.125TON x 0.01439M-GAL/TON = 21.08M-GAL
08/23/84	MORSE	DPR	000272	RAN OUT OF OIL
08/23/84	MORSE	DPR	000346	CTB .....
08/24/84	STATE	PROGRESS		EMULSIFIED 516-792, 1 WATER AT PLANT
08/25/84	STATE	PROGRESS		EMULSIFIED 204-291 TOP LIFT
08/27/84	MORSE	DPR	000265	HAULED ONE LOAD OF CHOKE, WON'T KNOW NET WT.
08/27/84	MORSE	DPR	000342	PULL SHOULDERS IN PREP FOR BASE ROCK
08/27/84	STATE	PROGRESS		EMULSIFIED 874-1083 & 1083-1014, 1 WATER AT
08/28/84	MORSE	DPR	000261	NOT ENOUGH TRUCKS ON SHOULDER ROCK
08/28/84	STATE	PROGRESS		EMULSIFIED 1014-813 & 797-942 , AGGR BASE 1
08/29/84	STATE	PROGRESS		EMULSIFIED 944-1083 & 792-955 1 WATER, AGGR
08/30/84	STATE	ADDENDA	000166	NEXT CONTRACT ADDENDA ON CTB OPERATION, BASE
08/30/84	MORSE	DPR	000253	OIL BLEEDING THROUGH MAT, BIG TROUBLE IF WRON
08/30/84	STATE	G DIARY	PG 59	RAINED OUT AFTER START OF WORK, COULD HAVE FI
08/30/84	STATE	PROGRESS		EMULSIFIED 955-1009 1 WATER, AGGR BASE 239-49
08/31/84	STATE	G DIARY	PG 60	DIARY NOTE, PROJECT SUPERINTENDENT NOT CONCER
09/04/84	MORSE	SUBCONTRACT	000115-127	DIRT & AGGREGATE SUBCONTRACT
09/04/84	STATE	G DIARY	PG 61	CONTRACTOR PLACING CHOKE AGG 1/2-3/4" DEEP. N
09/04/84	STATE	A DIARY	PG 1	ASPHALT PLANT DIARY, NO SIGNIFICANT COMMENTS
09/04/84	STATE	PROGRESS		EMULSIFIED 1009-1083 1 WATER
09/05/84	MORSE	SPEED MEMO	000006	IN HOUSE MEMO CLEANUP OF ASPHALT RUNOFF ITEM
09/05/84	STATE	G DIARY	PG 62	CONTRACTOR OUT OF EMULSION, ASKED TO USE C MI
09/05/84	STATE	PROGRESS		EMULSIFIED 204-1083
09/06/84	STATE	PROGRESS		AGGR BASE 670-1083
09/07/84	MORSE	DPR	000341	BOB J. SAYING WE WILL HAVE TO CLEAN CHOKE OFF
09/07/84	STATE	PROGRESS		AGGR BASE 204-670
09/10/84	MORSE	DPR	000340	TOM P. SAID EVERY BIT OF DIRT WILL HAVE TO BE
09/10/84	STATE	G DIARY	PG 67	CHOKE NOT CLEANING WELL, TOO MUCH DIRT IN IT,
09/10/84	STATE	G DIARY	PG 67	CONT. TOLD CONTRACTOR IT WAS HIS RESP. TO GE
09/10/84	STATE	PROGRESS		AGGR BASE 350-700 , 1 WATER & 1 BROOM CLEANIN
09/11/84	MORSE	SPEED MEMO	000004	IN HOUSE NOTE CLAIM FOR WATER FLUSHING CHOKE
09/11/84	MORSE	MEMO ?????	000072	UNDATED HANDWRITTEN MEMO, TO CLAIME FOR CLEAN
09/11/84	MORSE	DPR	000339	SERIOUS HEARTBURN CAUSED BY THE CLEANING OPER
09/11/84	STATE	G DIARY	PG 68	TOM PENNER ON JOB TODAY, CONTRACTOR ISSUED NO
09/11/84	STATE	PROGRESS		AGGR BASE 780-900, 1 WATER & POWER BROOM 285-
09/12/84	MORSE	SPEED MEMO	000005	IN HOUSE MEMO DIGGING RIPRAP WILL BE ITEM #
09/12/84	MORSE	DPR	000338	TO COLD TO CHIP AGAIN. MATERIAL ON ROAD STILL
09/12/84	STATE	PROGRESS		2 BROOMS 1 WATER 204-700 CLEANING ROAD
09/13/84	MORSE	DPR	000337	WASHING GOING VERY SLOW ON TOP BUT THE CAMPBE
09/13/84	STATE	PROGRESS		2 BROOMS 2 WATER 300-900 CLEANING PAVEMENT,

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REPORT1 C09834 MORSE BROS

                                                                                   REC
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 WASN'T FUELED ...8 BATTERIES DEAD                                                  65
D 575-781 & 673-722 NO BROOM?                                                      204
AKDOWN 2 HRS                                                                        44
D 1 WATER 292-541 NO BROOM?                                                        205
FILL AT SLIP AREA, READY FOR TILLER & ROCKING                                       43
D 292-516 NO BROOM, 1 WATER AT PLANT                                               206
RS HAVE 2 HOURS DOWN TIME ON 299...                                                 41
IL                                                                                  42
CTB 279-289 1 WATER, EMULSIFIED 781-874, 1 WATER AT PLANT                          207
 WATER 279-289 LAST OF CTB, EMULSIFIED 541-796, 1 WATER AT PLANT                   208
ON x 0.01439M-GAL/TON = 21.08M-GAL ADD  TOTAL COMP ADD = 1284.58M-GAL              298
F OIL                                                                               40
                                                                                    64
D 516-792, 1 WATER AT PLANT                                                        209
D 204-291 TOP LIFT                                                                 210
E LOAD OF CHOKE, WON'T KNOW NET WT. UNTIL I GET STATE TICKET                        39
LDERS IN PREP FOR BASE ROCK                                                         63
D 874-1083 & 1083-1014, 1 WATER AT PLANT                                           211
H TRUCKS ON SHOULDER ROCK                                                           38
D 1014-813 & 797-942 , AGGR BASE 1 WATER 232-776                                   212
D 944-1083 & 792-955 1 WATER, AGGR BASE 239-495                                    213
RACT ADDENDA ON CTB OPERATION, BASE PREPARATION (BID 9/13/84)                       24
ING THROUGH MAT, BIG TROUBLE IF WRONG PEOPLE SEE THIS                               37
T AFTER START OF WORK, COULD HAVE FINISHED MAIN LINE IN PM,RAIN STOPPED            137
D 955-1009 1 WATER, AGGR BASE 239-495                                              214
E, PROJECT SUPERINTENDENT NOT CONCERNED WITH WORKMANSHIP, ONLY GO FAST             138
GREGATE SUBCONTRACT                                                                 21
R PLACING CHOKE AGG 1/2-3/4" DEEP. NO ONE ON SPREADER BOX TO CONTROL               139
LANT DIARY, NO SIGNIFICANT COMMENTS (D-2)                                          149
D 1009-1083 1 WATER                                                                215
MEMO CLEANUP OF ASPHALT RUNOFF ITEM # 961 CLAIM                                      3
R OUT OF EMULSION, ASKED TO USE C MIX, INSPECTOR THOUGHT OKAY                      140
D 204-1083                                                                         216
 670-1083                                                                          217
YING WE WILL HAVE TO CLEAN CHOKE OFF VERY WELL BEFORE CHIP CAN GO ON                62
 204-670                                                                           218
ID EVERY BIT OF DIRT WILL HAVE TO BE REMOVED PRIOR TO SEALING                       61
 CLEANING WELL, TOO MUCH DIRT IN IT, TOLD CONTRACTOR TO CLEAN ROAD                 141
LD CONTRACTOR IT WAS HIS RESP. TO GET CHOKE CLEANED OFF ROAD                       142
 350-700 , 1 WATER & 1 BROOM CLEANING ROAD                                         219
NOTE CLAIM FOR WATER FLUSHING CHOKE ITEM # 962                                       1
NDWRITTEN MEMO, TO CLAIME FOR CLEANING AFTER CHOKE SEAL AGGREGATE                   16
EARTBURN CAUSED BY THE CLEANING OPERATION                                           60
R ON JOB TODAY, CONTRACTOR ISSUED NOTICE OF CLAIM ON CLEAN CHOKE OFF               143
 780-900, 1 WATER & POWER BROOM 285-990                                            220
MEMO DIGGING RIPRAP WILL BE ITEM # 963                                               2
D CHIP AGAIN. MATERIAL ON ROAD STILL VERY HARD TO REMOVE                            59
 WATER 204-700 CLEANING ROAD                                                       221
DING VERY SLOW ON TOP BUT THE CAMPBELL W.T. COVERED 2 MILES BOTH SIDES              58
2 WATER 300-900 CLEANING PAVEMENT, DECIDED NOT TO CHIP UNTIL MONDAY                222
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DATE	SOURCE	ITEM	NUMBER	COMMENT
09/14/84	STATE	PROGRESS		AGGR BASE 930-1070, 1 BROOM 2 WATER 500-800 C
09/15/84	STATE	PROGRESS		1 WATER CLEANING PAVEMENT 700-900
09/17/84	STATE	PROGRESS		CHIP SEAL 204-390, 1 WATER & BROOM 800-950 CL
09/18/84	STATE	PROGRESS		CHIP SEAL 390-593, 1 WATER 1 BROOM 950-1030 C
09/19/84	MORSE	DPR	000240	BOBBY WANTS MORE DRAG BROOMING
09/19/84	STATE	PROGRESS		CHIP SEAL 548-848, 2 WATER 1 BROOM 960-1083 C
09/20/84	MORSE	DPR	000239	RAIN DIRT & AGGR. NOT DOING MUCH, ONLY 2 PEOP
09/20/84	STATE	A DIARY	PG 1	R W ALEXANDER DIARY , NO SIGNIFICANT COMMENTS
09/20/84	STATE	PROGRESS		CHIP SEAL RAINED OUT, 1 WATER CLEANING SNOW P
09/21/84	MORSE	DPR	000238	DIRT & AGGR. SLOW AGAIN, SMALL CREW
09/21/84	STATE	PROGRESS		MAINTAINING CHIP SEAL
09/24/84	STATE	PROGRESS		MAINTAINING CHIP SEAL
09/25/84	STATE	PROGRESS		MISC
09/26/84	STATE	PROGRESS		GUARD RAIL
09/26/84	STATE	PROGRESS		CHIP SEAL 843-1005
09/27/84	STATE	PROGRESS		GUARDRAIL
09/27/84	STATE	PROGRESS		CHIP SEAL 990-1083 & SNOW PARK,
09/28/84	STATE	PROGRESS		GUARDRAIL AND MISC AGGR BASE
10/01/84	MORSE	DPR	000232	BROOM NOT WORKING TO WELL, HEAVY CHIPS
10/01/84	STATE	PROGRESS		GUARD RAIL, BROOMING 204-457
10/02/84	MORSE	DPR	000230	BLADE GOUGED PAVEMENT TRYING TO CHASE CHIPS O
10/02/84	STATE	G DIARY	PG 73	CONTRACTOR ASKED TO USE CRS-1 INSTEAD OF CRS-
10/02/84	STATE	PROGRESS		GUARDRAIL, BROOM MAINTAIN CHIP SEAL 850-1083
10/03/84	STATE	G DIARY	PG 74	STOPPED CHIP SEAL, CRS-1 HAD BEEN WATERED DOW
10/03/84	STATE	G DIARY	PG 74	CONT. BLADE GOUGED HOLES IN PAVEMENT, BLADING
10/03/84	STATE	PROGRESS		GUARDRAIL, BROOM CHIP SEAL 500-670 1 BROOM
10/04/84	STATE	G DIARY	PG 75	JOHNSON HAD ME INFORM VAN DEN BERG SEAL ON RD
10/04/84	STATE	PROGRESS		GUARD RAIL, SWEEPING & CLEANUP 204-690 1 BROO
10/04/~~84~~85	STATE	MR	COMP	CLAIMED AMOUNT = 1271.2 M-GAL, COMPUTED = 128
10/05/84	STATE	PROGRESS		GUARDRAIL, CLEANUP & SWEEPING 690-1000 1 BROO
10/08/84	MORSE	DPR	000228	FINISHED MOST SWEEPING
10/08/84	STATE	PROGRESS		GUARDRAIL, SWEEPING 1000-1083 1 BROOM
10/09/84	MORSE	DPR	000227	SWEEPING COMPLETE EXCEPT 3 DRIVEWAYS
10/09/84	STATE	PROGRESS		GUARDRAIL, SWEEPING CHIPS 1 BROOM, READY TO ST
10/10/84	STATE	PROGRESS		MISC
10/11/84	MORSE	DPR	000226	TOM G SAYS SWEEPING OKAY
10/11/84	STATE	PROGRESS		MISC, SWEEPING CHIPS 1 BROOM
10/12/84	STATE	PROGRESS		NO ACTIVITY
10/15/84	STATE	PROGRESS		DELINEATORS
10/16/84	STATE	PROGRESS		DELINEATORS, CLEAN UP, STRIPED CENTER LINE BUT
10/17/84	STATE	PROGRESS		MISC
10/18/84	STATE	PROGRESS		NO ACTIVITY
10/19/84	STATE	PROGRESS		NO ACTIVITY (LAST PROGRESS REPORT)
11/16/84	MORSE	MEMO	000168	FROM REINHARD, CLAIM FOR $, WATER IN CTB
11/16/84	MORSE	LIST	000170	AMOUNT OF WATER CLAIMED BY DATE
11/16/84	MORSE	NOTES	000171-225	COPIES OF WATER CARDS AND WATER TICKETS
11/20/84	STATE	MEMO	000167	JOHNSON TO MORSE DENYING CLAIM FOR ADDITION $
12/28/84	MORSE	MEMO	000164	MEMO BROM REINHARD CLAIMING EXTRA FOR WATER RE
01/28/85	STATE	MEMO	000163	MEMO FROM JOHNSON, DENYING CLAIM FOR ADDITION
10/04/85	STATE	MR	COMP	TOTAL AGGR IN CTB = 89,269.06TON x 0.01439M-GA

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 REPORT1 C09834 MORSE BROS
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930-1070, 1 BROOM 2 WATER 500-800 CLEANING PAVEMENT                                       223
EANING PAVEMENT 700-900                                                                   224
204-990, 1 WATER & BROOM 800-950 CLEANING PAVEMENT                                        225
890-593, 1 WATER 1 BROOM 950-1030 CLEANING PAVEMENT                                       226
S MORE DRAG BROOMING                                                                       36
548-848, 2 WATER 1 BROOM 960-1083 CLEANING PAVEMENT                                       227
& AGGR. NOT DOING MUCH, ONLY 2 PEOPLE ON PROJECT                                           35
DER DIARY , NO SIGNIFICANT COMMENTS (D-3)                                                 148
RAINED OUT, 1 WATER CLEANING SNOW PARK                                                    228
R. SLOW AGAIN, SMALL CREW                                                                  34
G CHIP SEAL                                                                               229
G CHIP SEAL                                                                               230
                                                                                          231
                                                                                          232
843-1005                                                                                  233
                                                                                          234
990-1083 & SNOW PARK,                                                                     235
AND MISC AGGR BASE                                                                        236
WORKING TO WELL, HEAVY CHIPS                                                               33
, BROOMING 204-457                                                                        237
ED PAVEMENT TRYING TO CHASE CHIPS OFF THE SHOULDER                                         32
 ASKED TO USE CRS-1 INSTEAD OF CRS-2. PENNER & JOHNSON OKAYED.                            144
 BROOM MAINTAIN CHIP SEAL 850-1083                                                        238
IP SEAL, CRS-1 HAD BEEN WATERED DOWN, ROGERS SAID THEY DIDN'T HAVE ANY                    145
E GOUGED HOLES IN PAVEMENT, BLADING OFF CHIPS                                             146
 BROOM CHIP SEAL 500-670 1 BROOM                                                          239
D ME INFORM VAN DEN BERG SEAL ON RD APPR. NOT SATISFACTORY, REDO                          147
, SWEEPING & CLEANUP 204-690 1 BROOM                                                      240
OUNT = 1271.2 M-GAL, COMPUTED = 1284.58M-GAL =NOT MEASUREDQUANTITY!!!                     300
 CLEANUP & SWEEPING 690-1000 1 BROOM                                                      241
MOST SWEEPING                                                                              31
 SWEEPING 1000-1083 1 BROOM                                                               242
OMPLETE EXCEPT 3 DRIVEWAYS                                                                 30
 SWEEPING CHIPS 1 BROOM, READY TO STRIPE                                                  243
                                                                                          244
 SWEEPING OKAY                                                                             29
EPING CHIPS 1 BROOM                                                                       245
TY                                                                                        246
RS                                                                                        247
RS, CLEAN UP, STRIPED CENTER LINE BUT SHOULDERS STILL TOO DIRTY                           248
                                                                                          249
TY                                                                                        250
TY (LAST PROGRESS REPORT)                                                                 251
HARD, CLAIM FOR $, WATER IN CTB                                                            26
 WATER CLAIMED BY DATE                                                                     27
 WATER CARDS AND WATER TICKETS                                                             28
D MORSE DENYING CLAIM FOR ADDITION $ WATER IN CTB                                          25
 REINHARD CLAIMING EXTRA FOR WATER RELATED TO CTB                                          23
 JOHNSON, DENYING CLAIM FOR ADDITION $, WATER IN CTB                                       22
R IN CTB = 89,269.06TON x 0.01439M-GAL/TON =1284.58M-GAL                                  299
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10/04/85

REPORT1 C09834 MORSE BROS

Index on Date

DATE	SOURCE	ITEM	NUMBER	COMMENT
06/07/84	STATE	PROGRESS		SIGN CREW INSTALLING TEMPORARY SIGNS
06/08/84	STATE	PROGRESS		NO ACTIVITY BY CONTRACTOR
06/11/84	STATE	PROGRESS		CONTRACTOR MOBILIZING AND PUTTING UP TEMP. S
06/11/84	STATE	PROGRESS		CLEARING, EXCAVATION, 1"-0 ON DETOUR
06/12/84	STATE	PROGRESS		CONTRACTOR STARTED CLEARING TODAY ON EAST EN
06/13/84	STATE	PROGRESS		CONTRACTOR CLEARING TIMBER FROM SLIDE AREA
06/15/84	STATE	PROGRESS		CLEARING, DETOUR CONSTRUCTION
06/18/84	STATE	PROGRESS		CLEARING, DETOUR CONSTRUCTION
06/19/84	STATE	PROGRESS		CLEARING, EMBANKMENT
06/20/84	STATE	PROGRESS		STARTED PULVERIZING, CLEARING, EXCAVATION/EM
06/21/84	STATE	PROGRESS		PULVERIZING, CLEARING, PIPE
06/22/84	STATE	PROGRESS		PULVERIZING, CLEARING
06/25/84	STATE	PROGRESS		PULVERIZING, CLEARING, EXCAVATING
06/26/84	STATE	PROGRESS		PULVERIZING (2 SHIFTS), CLEARING
06/27/84	STATE	PROGRESS		PULVERIZING (2 SHIFTS),
06/28/84	STATE	PROGRESS		PULVERIZING (2 SHIFTS), SECOND MACHINE ARRIV
06/29/84	STATE	PROGRESS		PULVERIZING (2 MACHINES)
06/30/84	STATE	PROGRESS		PULVERIZING (2 MACHINES)
07/02/84	STATE	PROGRESS		PULVERIZING (2 MACHINES)
07/03/84	STATE	PROGRESS		PULVERIZING (2 MACHINES)
07/05/84	STATE	PROGRESS		PULVERIZING (2 MACHINES 3 SHIFTS)
07/06/84	STATE	PROGRESS		PULVERIZING (2 MACHINES 3 SHIFTS)
07/07/84	STATE	PROGRESS		PULVERIZING (2 MACHINES 2 SHIFTS, 1-3RD SHIF
07/09/84	STATE	PROGRESS		PULVERIZING (2 MACHINES 1 DOWN, FUEL & TEETH
07/10/84	STATE	PROGRESS		PULVERIZING (1 MACHINE) CAR ACCIDENT ON PROJ
07/11/84	STATE	PROGRESS		PULVERIZING (1 MACHINE 3 SHIFTS) 1 WATER TRU
07/12/84	STATE	PROGRESS		PULV. 1MACH-3SHIFT, 1 WATER TRUCK 1 SHIFT 6
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07/17/84	STATE	PROGRESS		PULV. 1 MACH. 3-SHIFT, 1-WATER TRUCK 1 SHIFT
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07/20/84	STATE	PROGRESS		1-PULV, 1 WATER, AGGR. FOR CTB, COMPLETED PU
07/20/84	MORSE	CLAIM	000170	USED 94.4M, PAID 13.2M CLAIM 81.2M
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07/21/84	MORSE	CLAIM	000170	USED 70.4M PAID 13.2M CLAIM 57.2M
07/23/84	MORSE	CLAIM	000170	USED 70.4M PAID 13.2M CLAIM 57.2M
07/24/84	STATE	PROGRESS		AGGR FOR CTB 289-420 1 WATER TRUCK, ANDIES P
07/24/84	MORSE	CLAIM	000170	USED 70.4M PAID 17.6M CLAIM 52.8M
07/25/84	MORSE	CLAIM	000170	USED 88M PAID 17.6M CLAIM 70.4M
07/26/84	STATE	PROGRESS		AGGR FOR CTB 450-503 1 WATER TRUCK
07/26/84	MORSE	CLAIM	000170	USED 74.8M PAID 17.6M CLAIM 57.2M
07/27/84	STATE	PROGRESS		AGGR FOR CTB 470-607 1 WATER TRUCK
07/27/84	MORSE	CLAIM	000170	USED 101.2M PAID 17.6M CLAIM 83.6M
07/28/84	MORSE	CLAIM	000170	USED 0M PAID 0M CLAIM 0M
07/30/84	STATE	PROGRESS		AGGR FOR CTB, 1 WATER TRUCK 508-680,2MIXERS-
07/30/84	MORSE	CLAIM	000170	USED 74.8M PAID 22M CLAIM 52.8M

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10/04/85

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DATE	SOURCE	ITEM	NUMBER	COMMENT
07/31/84	STATE	PROGRESS		AGGR FOR CTB 1-WATER 540-750, 2MIXERS CTB 4
07/31/84	MORSE	CLAIM	000170	USED 133.8M POID 22M CLAIM 111.8M
08/01/84	STATE	PROGRESS		AGGR FOR CTB 1-WATER TRUCK 596-817, 2 MIXERS
08/01/84	MORSE	CLAIM	000170	USED 66M PAID 17.6M CLAIM 48.4M
08/02/84	STATE	PROGRESS		AGGR FOR CTB 1 WATER 640-850, 1 MIXER 4 WATE
08/02/84	MORSE	CLAIM	000170	USED 100.6M PAID 17.6M CLAIM 83M
08/03/84	STATE	PROGRESS		AGGR FOR CTB 1 WATER 680-878, 1 MIXER CTB 2
08/03/84	MORSE	CLAIM	000170	USED 100.6M PAID 11.4M CLAIM 89.2M
08/04/84	STATE	PROGRESS		AGGR FOR CTB 1-WATER 720-785, 1 MIXER 2 WATE
08/04/84	MORSE	CLAIM	000170	USED 39M PAID 19M CLAIM 20M
08/05/84	MORSE	CLAIM	000170	USED 69.8M PAID 15.2M CLAIM 54.6M
08/06/84	STATE	PROGRESS		AGGR FOR CTB 1 WATER 785-912, 2 MIXERS 5 WAT
08/07/84	STATE	PROGRESS		AGGR FOR CTB 1 WATER 840-954, 2 MIXER 5 WATE
08/07/84	MORSE	CLAIM	000170	USED 50.7M PAID 22.8M CLAIM 27.9M
08/08/84	STATE	PROGRESS		AGGR FOR CTB 2 WATER 875-982, 2 MIXERS 5 WAT
08/08/84	MORSE	CLAIM	000170	USED 73.7M PAID 22.8M CLAIM 50.0M
08/09/84	STATE	PROGRESS		AGGR FOR CTB 2 WATER 922-1020, 2 MIXERS 5 WA
08/09/84	MORSE	CLAIM	000170	USED 148.9M PAID 112.5M CLAIM 36.4M
08/10/84	STATE	PROGRESS		AGGR FOR CTB 2 WATER 950-1041, 2 MIXERS 5 WA
08/10/84	MORSE	CLAIM	000170	USED 172.9M PAID 99M CLAIM 73.9M
08/11/84	STATE	PROGRESS		AGGR FOR CTB 2 WATER 990-1072, 2 MIXERS 5 WA
08/11/84	MORSE	CLAIM	000170	USED 147.7M PSID 98.7M CLAIM 49.0M
08/13/84	STATE	PROGRESS		AGGR FOR CTB 2 WATER, 2 MIXERS 5 WATER 725-8
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08/16/84	STATE	PROGRESS		2 MIXERS 5 WATER 993-1082& 960-989, EMULSIFI
08/17/84	STATE	PROGRESS		2 MIXERS 5 WATER 989-1082, EMULSIFIED 381-67
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08/20/84	STATE	PROGRESS		EMULSIFIED 1 WATER 292-541 NO BROOM?
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08/22/84	STATE	PROGRESS		AGGR FOR CTB 279-289 1 WATER, EMULSIFIED 781
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08/28/84	STATE	PROGRESS		EMULSIFIED 1014-813 & 797-942 , AGGR BASE 1
08/29/84	STATE	PROGRESS		EMULSIFIED 944-1083 & 792-955 1 WATER, AGGR
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09/04/84	STATE	PROGRESS		EMULSIFIED 1009-1083 1 WATER
09/05/84	STATE	PROGRESS		EMULSIFIED 204-1083
09/06/84	STATE	PROGRESS		AGGR BASE 670-1083
09/07/84	STATE	PROGRESS		AGGR BASE 204-670
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09/15/84	STATE	PROGRESS		1 WATER CLEANING PAVEMENT 700-900
09/17/84	STATE	PROGRESS		CHIP SEAL 204-390, 1 WATER & BROOM 800-950

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DATE	SOURCE	ITEM	NUMBER	COMMENT
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09/19/84	STATE	PROGRESS		CHIP SEAL 548-848, 2 WATER 1 BROOM 960-1083 C
09/20/84	STATE	PROGRESS		CHIP SEAL RAINED OUT, 1 WATER CLEANING SNOW P
09/21/84	STATE	PROGRESS		MAINTAINING CHIP SEAL
09/24/84	STATE	PROGRESS		MAINTAINING CHIP SEAL
09/25/84	STATE	PROGRESS		MISC
09/26/84	STATE	PROGRESS		GUARD RAIL
09/26/84	STATE	PROGRESS		CHIP SEAL 843-1005
09/27/84	STATE	PROGRESS		GUARDRAIL
09/27/84	STATE	PROGRESS		CHIP SEAL 990-1083 & SNOW PARK,
09/28/84	STATE	PROGRESS		GUARDRAIL AND MISC AGGR BASE
10/01/84	STATE	PROGRESS		GUARD RAIL, BROOMING 204-457
10/02/84	STATE	PROGRESS		GUARDRAIL, BROOM MAINTAIN CHIP SEAL 850-1083
10/03/84	STATE	PROGRESS		GUARDRAIL, BROOM CHIP SEAL 500-670 1 BROOM
10/04/84	STATE	PROGRESS		GUARD RAIL, SWEEPING & CLEANUP 204-690 1 BROO
10/05/84	STATE	PROGRESS		GUARDRAIL, CLEANUP & SWEEPING 690-1000 1 BROO
10/08/84	STATE	PROGRESS		GUARDRAIL, SWEEPING 1000-1083 1 BROOM
10/09/84	STATE	PROGRESS		GUARDRAIL, SWEEPING CHIPS 1 BROOM, READY TO S
10/10/84	STATE	PROGRESS		MISC
10/11/84	STATE	PROGRESS		MISC, SWEEPING CHIPS 1 BROOM
10/12/84	STATE	PROGRESS		NO ACTIVITY
10/15/84	STATE	PROGRESS		DELINEATORS
10/16/84	STATE	PROGRESS		DELINEATORS, CLEAN UP, STRIPED CENTER LINE BU
10/17/84	STATE	PROGRESS		MISC
10/18/84	STATE	PROGRESS		NO ACTIVITY
10/19/84	STATE	PROGRESS		NO ACTIVITY (LAST PROGRESS REPORT)

These sheets show Claimed water per day versus actua
Example, said used 94.4 M-Gallons on 7/20/84, but only h
Obviously, he computed his 6% for all aggregate adde
days he was placing it, but actually added it while

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```

ater per day versus actual operation.

lone on 7/20/84, but only had 1 watertruck.

% for all aggregate added, prorated it to the

actually added it while mixing!

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REPORT1 C09834 MORSE BROS

DATE	SOURCE	ITEM	NUMBER	COMMENT
07/19/84	MORSE	CLAIM	000170	USED 57.2M, PAID 8.8M, CLAIM 48.4M FIRST DAY
07/19/84	STATE	MR	COMP	3733.78 TON x 0.01439 = 53.73M-GAL ADD
07/20/84	MORSE	CLAIM	000170	USED 94.4M, PAID 13.2M CLAIM 81.2M
07/20/84	STATE	MR	COMP	5412.7TON x 0.01439M-GAL/TON= 77.89M-GAL ADD
07/21/84	MORSE	CLAIM	000170	USED 70.4M PAID 13.2M CLAIM 57.2M
07/21/84	STATE	MR	COMP	2608.47TON x 0.01439M-GAL/TON = 37.54 M-GAL A
07/23/84	MORSE	CLAIM	000170	USED 70.4M PAID 13.2M CLAIM 57.2M
07/23/84	STATE	MR	COMP	2724.08TON x 0.01439M-GAL/TON = 39.2 M-GAL AD
07/24/84	MORSE	CLAIM	000170	USED 70.4M PAID 17.6M CLAIM 52.8M
07/24/84	STATE	MR	COMP	3240.115 TON x 0.01439 M-GAL/TON = 46.63M-GAL
07/25/84	MORSE	CLAIM	000170	USED 88M PAID 17.6M CLAIM 70.4M
07/25/84	STATE	MR	COMP	5598.085TON x 0.01439M-GAL/TON = 80.56 M-GAL
07/26/84	MORSE	CLAIM	000170	USED 74.8M PAID 17.6M CLAIM 57.2M
07/26/84	STATE	MR	COMP	3841.95TON x 0.01439M-GAL/TON = 55.29M-GAL AD
07/27/84	MORSE	CLAIM	000170	USED 101.2M PAID 17.6M CLAIM 83.6M
07/27/84	STATE	MR	COMP	6549.335TON x 0.01439M-GAL/TON = 94.24M-GAL A
07/28/84	MORSE	CLAIM	000170	USED 0M PAID 0M CLAIM 0M
07/30/84	MORSE	CLAIM	000170	USED 74.8M PAID 22M CLAIM 52.8M
07/30/84	STATE	MR	COMP	5430.21TON x 0.01439M-GAL/TON = 78.14 M-GAL A
07/31/84	MORSE	CLAIM	000170	USED 133.8M POID 22M CLAIM 111.8M
07/31/84	STATE	MR	COMP	5403.555TON x 0.01439M-GAL/TON = 77.76M-GAL A
08/01/84	MORSE	CLAIM	000170	USED 66M PAID 17.6M CLAIM 48.4M
08/01/84	STATE	MR	COMP	4782.68TON x 0.01439M-GAL/TON = 68.82 M-GAL A
08/02/84	MORSE	CLAIM	000170	USED 100.6M PAID 17.6M CLAIM 83M
08/02/84	STATE	MR	COMP	3121.3TON x 0.01439M-GAL/TON = 44.92M-GAL ADD
08/03/84	MORSE	CLAIM	000170	USED 100.6M PAID 11.4M CLAIM 89.2M
08/03/84	STATE	MR	COMP	4198.37TON x 0.01439M-GAL/TON = 60.41M-GAL AD
08/04/84	MORSE	CLAIM	000170	USED 39M PAID 19M CLAIM 20M
08/04/84	STATE	MR	COMP	2086.755TON x 0.01439M-GAL/TON = 30.3M-GAL
08/05/84	MORSE	CLAIM	000170	USED 69.8M PAID 15.2M CLAIM 54.6M
08/06/84	STATE	MR	COMP	4140.25TON x 0.01439M-GAL/TON = 59.58M-GAL AD
08/07/84	MORSE	CLAIM	000170	USED 50.7M PAID 22.8M CLAIM 27.9M
08/07/84	STATE	MR	COMP	4592.685TON x 0.01439M-GAL/TON = 66.09M-GAL A
08/08/84	MORSE	CLAIM	000170	USED 73.7M PAID 22.8M CLAIM 50.0M
08/08/84	STATE	MR	COMP	3821.685TON x 0.01439M-GAL/TON = 54.99M-GAL A
08/09/84	MORSE	CLAIM	000170	USED 148.9M PAID 112.5M CLAIM 36.4M
08/09/84	STATE	MR	COMP	4773.695TON x 0.01439M-GAL/TON = 68.69M-GAL A
08/10/84	MORSE	CLAIM	000170	USED 172.9M PAID 99M CLAIM 73.9M
08/10/84	STATE	MR	COMP	4636.01TON x 0.01439M-GAL/TON = 66.71M-GAL AD
08/11/84	MORSE	CLAIM	000170	USED 147.7M PSID 98.7M CLAIM 49.0M
08/11/84	STATE	MR	COMP	4348.995TON x 0.01439M-GAL/TON = 62.58M-GAL A
08/13/84	MORSE	CLAIM	000170	USED 117.7M PAID 52.4M CLAIM 65.3M
08/13/84	STATE	MR	COMP	2759.23TON x 0.01439M-GAL/TON = 39.71M-GAL AD
08/22/84	STATE	MR	COMP	1465.125TON x 0.01439M-GAL/TON = 21.08M-GAL A
10/04/85	STATE	MR	COMP	TOTAL AGGR IN CTB = 89,269.06TON x 0.01439M-
10/04/85	STATE	MR	COMP	CLAIMED AMOUNT = 1271.2 M-GAL, COMPUTED = 12

This Sheet shows claimed water per day versus computed add @ 6%

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H2O Claim vs Computation

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                                                                          REC
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2M, PAID 8.8M, CLAIM 48.4M  FIRST DAY WATER CLAIMED                        254
TON x 0.01439 = 53.73M-GAL ADD                                             277
4M, PAID 13.2M CLAIM 81.2M                                                 255
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4M PAID 13.2M CLAIM 57.2M                                                  257
ON x 0.01439M-GAL/TON = 39.2 M-GAL ADD                                     280
4M PAID 17.6M CLAIM 52.8M                                                  258
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 PAID 19M CLAIM 20M                                                        268
TON x 0.01439M-GAL/TON = 30.3M-GAL                                         290
8M PAID 15.2M CLAIM 54.6M                                                  269
ON x 0.01439M-GAL/TON = 59.58M-GAL ADD                                     291
7M PAID 22.8M CLAIM 27.9M                                                  270
TON x 0.01439M-GAL/TON = 66.09M-GAL ADD                                    292
7M PAID 22.8M CLAIM 50.0M                                                  271
TON x 0.01439M-GAL/TON = 54.99M-GAL ADD                                    293
.9M PAID 112.5M CLAIM 36.4M                                                272
TON x 0.01439M-GAL/TON = 68.69M-GAL ADD                                    294
.9M PAID 99M CLAIM 73.9M                                                   273
ON x 0.01439M-GAL/TON = 66.71M-GAL ADD                                     295
.7M PSID 98.7M CLAIM 49.0M                                                 274
TON x 0.01439M-GAL/TON = 62.58M-GAL ADD                                    296
.7M PAID 52.4M CLAIM 65.3M                                                 275
ON x 0.01439M-GAL/TON = 39.71M-GAL ADD                                     297
ON x 0.01439M-GAL/TON = 21.08M-GAL ADD  TOTAL COMP ADD = 1284.58M-GAL      298
R IN CTB = 89,269.06TON x 0.01439M-GAL/TON =1284.58M-GAL                   299
MOUNT = 1271.2 M-GAL, COMPUTED = 1284.58M-GAL =NOT MEASUREDQUANTITY!!!     300
```

versus computed add @6%.

9, 3 -

jc

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
FLH-FH-F-89(4)

2. STATE PROJECT NO.
- - -

2A. COUNTY NAME
None

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30175

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
September 26, 1985	FAP 89	330

10. GENERAL LOCATION:
Blue Mtn. - Summit - Elgin

11. GENERAL DESCRIPTION OF WORK
Contractor's claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

13. REMARKS

As requested by Mr. O. B. Jackmond's letter of September 26, 1985, this will confirm the date of 9-26-85 as date of Notice of Contractor's Claim and authorization to proceed with the necessary work in accordance with the Federal-aid Program Manual at a TEC of $6,000; Federal Funds $5,520 (SFO 7). Reimbursement will be in accordance with the Federal-aid Program Manual.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STAT. HWY ENGR
OCT 2 '85
REFER TO
Potter
FOR
Info | Immed | R/D | D/R | Sign | Act | File

Orig
10/3

14. DATE
10/1/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hoesner

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

September 17, 1985
IN REPLY REFER TO
HFO.4/5-OR

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 23 '85
REFER TO
Fredricksen
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

WES
TAA
by
9/A

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project FLH-FH-F-89(4)
Blue Mountain Summit - Elgin Section
Weston - Elgin Highway
Price Agreement No. 13 - Claim Settlement

We have reviewed Price Agreemenmt No. 13 submitted with your memorandum of August 12, 1985, regarding payment to the contractor for extra clearing required beyond the clearing specified in the contract documents.

We concur in your settlement of this claim in the amount of $54,500. Since the project was multi-program funded, work areas should be identified by location so that each funding source can be allocated the proper share of the total cost.

The interest amount included with the claim settlement is not considered eligible for Federal-aid participation due to the lack of timeliness of the claim settlement. ?

Sincerely yours,

G. K. Hossner
for
Dale E. Wilken
Division Administrator

cc:
OSHD (G. Potter, Program)

CE E CAE __ RECEIVED LS____ TC____
COE__ OM__ SA____ CC____
OE ________ SEP 26 1985 FE ____ CP ____
CA________ PQC________
CAN ________ CONSTRUCTION QCS________
EEO________ SECTION FILE________

--> 8

STATE COPY

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) Blue Mtn. Summit-Elgin		CONTRACT NO. 9834
HIGHWAY Weston-Elgin	COUNTY Union	PREFIX C09834
CONTRACTOR'S NAME AND ADDRESS Morse Bros. P.O. Box 7 Lebanon, Oregon 97355		F. A. PROJECT NO. ~~ACST 980~~ FLH-FH-89(4) PRICE AGREEMENT NO. 13

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Compansation plus interest on the money owed to contractor for claim on clearing work not covered by plans & special provisions.

Approval Recommended as of 9-16-85
dk

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
	Clearing claim	ALL	LUMP SUM	54,500.00	54,500.00
	Interest @ 1 1/2 % /Mo.	7	MO.	817.50	5,722.50

APPROVED EFFECTIVE DATE 9-16-85
Contingent upon modification of project agreement if additional funds are required
BY W. G. Christianson
TITLE Field Operations Engineer
DATE 9-17-85
FEDERAL HIGHWAY ADMINISTRATION

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 60,222.50

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

This understood to be full & complete payment for this work.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED Robert L. Kowlund CONTRACTOR DATE 7-5-85

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER DATE 7-10-85

APPROVAL RECOMMENDED OR APPROVED BY REGION Warren Richard DATE 7-17-85

NOTED OR APPROVED BY CONSTRUCTION O. B. Jackmond DATE 8-6-85

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

707

734-1169 (REV. 1-83)

CE CAE RECEIVED LS TC
COE OM SA SC
OE SEP 17 1985 FE CP
CA ROC
CAM CONSTRUCTION OCS
EEO SECTION FILE

9234

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an
Oregon Corporation,

Plaintiff,

v.

THE STATE OF OREGON, through
the Oregon Department of
Transportation, Highway
Division,

Defendant.

No. 85-1194

SUBSTITUTION OF ATTORNEYS/
NOTICE OF CHANGE OF ADDRESS

CERTIFIED TO BE A TRUE, CORRECT
AND COMPLETE COPY OF THE ORIGINAL

Notice is hereby given that Charles F. Schrader of the firm of ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH, are substituted for the firm of HARRANG, SWANSON, LONG & WATKINSON, P.C., as attorneys for plaintiff in this case.

The address for ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH is:

ALLEN, KILMER, SCHRADER,
YAZBECK & CHENOWETH
1650 One Main Place
101 S.W. Main Street
Portland, OR 97204
Telephone: 503-224-0055

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH accepts this substitution of attorneys and will represent plaintiff herein.

DATED this 12 day of September, 1985.

ALLEN, KILMER, SCHRADER,
YAZBECK & CHENOWETH

By CHARLES R. SCHRADER
Charles F. Schrader, OSB 77339
Of Attorneys for Plaintiff

HARRANG, SWANSON, LONG & WATKINSON, P.C. hereby consents to this substitution of attorneys.

DATED this 9 day of September, 1985.

HARRANG, SWANSON, LONG &
WATKINSON, P.C.

By John Arnold
John Arnold

CERTIFICATE OF SERVICE

I hereby certify that I served the foregoing SUBSTITUTION OF ATTORNEYS/NOTICE OF CHANGE OF ADDRESS on the following:

Mr. William F. Cloran
Assistant Attorney General
450 Justice Building
Salem, OR 97310
Attorney for Defendant

by mailing to said attorney a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney at his last known address, and deposited in the post office at Portland, Oregon, on this _____ day of September, 1985.

CHARLES R. SCHRADER

Charles F. Schrader, OSB 77339
Of Attorneys for Plaintiff

9834

ALLEN, MER, SCHRADER, YAZBECK & ENOWETH
ATTORNEYS AND COUNSELORS
A PROFESSIONAL CORPORATION

SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

JEFFREY M. KILMER*
JOSEPH A. YAZBECK, JR.
CHARLES R. SCHRADER*
ANDREW K. CHENOWETH
F. GORDON ALLEN
STEPHEN C. VOORHEES

ROBERT L. O'HALLORAN
LYNNIA K. WOODS
JAMES P. LAURICK
FRED L. KOPATICH
GEORGE J. HIBBERT

PORTLAND OFFICE
1650 ONE MAIN PLACE
101 S.W. MAIN STREET
PORTLAND, OREGON 97204
503-224-0055

September 9, 1985

Mr. William F. Cloran
Assistant Attorney General
450 Justice Building
Salem, Oregon 97310

Re: Morse Bros., Inc. v. the State of Oregon
Marion County Circuit Court Case No. 85-1194

Dear Bill:

Attached please find plaintiff's response to defendants Request For Production and Inspection of Documents in the above-referenced matter.

The items are serially numbered and contained in four packets. The first packet responds to paragraph 1 of your Request. Packet 2 responds to paragraph 2. Packet 3 responds to paragraph 3. Packet 4 responds to paragraph 4. The items requested under paragraphs 5, 6 and 7 are included in packet number 3. All items responsive to paragraph 8 are either included in packets 1, 2, 3 or 4, or claimed to be attorney work product.

Please call me if you have any concerns or questions.

Very truly yours,

Charles R. Schrader

OK to pay
WFC
9-23-85

CRS/mcm
Enclosures

cc: Morse Bros., Inc.

P.S. The total number of copies provided is 525. Please reimburse us for these copies at $.10 per copy, or $52.50.

---

*OREGON AND WASHINGTON BARS

9 . 1

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6318 FILE: CON 5

TO: Thomas Penner
Project Manager

DATE: August 12, 1985

ORIGINAL SIGNED BY

FROM: Ron Kleinschmit
Contract Claims Coordinator

file
Morse Bros

SUBJECT: Blue Mountain Summit-Elgin
Contract No. 9834
Weston-Elgin Highway
FAP No. FLH-FH-89(4)
Contract Litigation/Trial Date

A trial date has been established on the above subject project for Monday, December 2, 1985, in the Marion County Circuit Court. You have previously submitted documents to this office per a request for discovery. That request has been withdrawn and is supposedly being rewritten. I am retaining the documents in the event a new request is forwarded.

It is necessary that we notify all appropriate witnesses for the State in this case of the pending trial. A short list would be:

Tom Penner, Project Manager
Bob Johnson, Project Manager Retired
Tom Gardner, Project Inspector
Linda J. Carter, Witness to Operation

If any conflicts are known with the trial date, or preparation for trial between now and December 2, it would be appreciated if such conflicts or schedules be transmitted to this office. Since deposition requests have not been tendered, the accuracy of the short list is just my best guess. If you have any adds, please let me know.

By copy of this memo, I will let the Region Office know of the pending trial. Please contact the remainder of the list at your earliest convenience. Additional preparations will be forthcoming.

Since this matter is under litigation, please contact this office concerning any approaches made by contractor or his representatives and legal counsel. Our legal counsel will be Mr. William Cloran from the State Attorney General's Office, Department of Justice. His telephone number, should you need to contact him, is 378-6313.

RJK:mk

cc: ✓R. D. Hector, Region 5 Engineer
✓William Cloran, Ass't. Attorney General

08097M

81-125-1387

RECEIVED
1
DIVISION OFFICE
SALEM, [illegible]

9834

OK til 30th

HARRANG, SWANSON, LONG & WATKINSON, P.C.
ATTORNEYS AND COUNSELORS AT LAW
400 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
(503) 485-0220

JAMES P. HARRANG
LESLIE M. SWANSON, JR.
STANTON F. LONG
JOHN C. WATKINSON
JOHN B. ARNOLD
DONALD R. LAIRD
BARRY RUBENSTEIN
R. SCOTT PALMER
MARTHA LEE WALTERS
TIMOTHY J. SERCOMBE
A. KEITH MARTIN
SHARON A. RUDNICK
TIMOTHY A. SYLWESTER
DAVID M. GORDON
CHARLES R. SCHRADER
KAY KINER JAMES
DANIEL J. BARKOVIC
RICHARD B. BRISSENDEN
J. LEE LASHWAY

H. V. JOHNSON (1895-1975)
HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

MERVYN H. LOYA
ADMINISTRATOR

MAILING ADDRESS
P.O. BOX 11620
EUGENE, OREGON 97440-3820

July 9, 1985

RECEIVED
[illegible]
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

William F. Cloran
Assistant Attorney General
450 Justice Building
Salem, OR 97310

Re: Morse Bros., Inc. v. The State of Oregon
Marion County Circuit Court Case No. 85-1194

Dear Mr. Cloran:

I have just received documents from my client in response to your request for production. I am leaving on vacation tomorrow morning and will not have an opportunity to review them in detail prior to the scheduled production date of July 12. I have, however, asked Chuck Schrader to look at the documents while I am out of the office and to make arrangements for their production to you.

The purpose of this letter is to advise you that it will not be necessary to file a motion to compel and to request the courtesy of an extension in which to respond to your request for production. We certainly anticipate that you will have the requested documents before the end of the month.

Should you have any questions, please feel free to contact Chuck Schrader while I am out of the office. I am scheduled to return no later than July 24.

Thank you for your courtesies.

Yours truly,

John B. Arnold jt

John B. Arnold

JBA:jt
cc: Charles R. Schrader

July 3, 1985

Mr. Charles Schrader
Attorney at Law
Harrang, Swanson, Long & Watkinson
P.O. Box 11620
Eugene, Oregon 97401

Re: Morse Bros., Inc. v. State of Oregon
Request for Production of Documents

Dear Chuck:

This will memorialize our conversation on the phone on Tuesday, July 2, 1985. At my request, I had an employe of the Highway Division detailed to me to assist in responding to your Request for Production of Documents. He promptly informed me that no list of contracts answering your Request No. 1 is presently in existence, and that due to the terms of the request, a list could not be compiled without manual examination of each of approximately 530 contract documents. Some of those documents are located in the archives, some in active general files, and some at various region and field locations throughout the state.

With regard to Requests No. 2 and 3, I am informed that material answering the literal terms of those requests would be voluminous and would include much of questionable value. Removal of the material from job sites to deliver it to your office would disrupt and delay ongoing work. Because the documents are official state records and many are pay documents on FHWA contracts, it would be necessary to provide a state employe to insure their security while they were in your possession. In addition, it will be necessary for the State to assure that the documents are not accessible to unauthorized persons during nonwork hours. That would require removal of the documents to a safe state location at the end of each working day or the posting of security. Our estimate of the approximate expenditure of state funds to accomplish this is $22,400. Because of unknowns concerning the number of documents actually answering your request and their location, that estimate figure may be overstated or understated. We are prepared to move for appropriate court orders requiring that plaintiff reimburse that expense.

From our telephone conversation, I understand that the filing of such a motion will not be necessary and that you will undertake to refine your discovery request. I have no objection to making the contract file available to you here in Salem. Nor do I have any objection to making available to you a reasonably identified discreet number of other files that you may request provided they are readily available and not being actively used to administer a job.

I understand that you did not anticipate the burden that responding to your initial request would place upon us, and I appreciate your willingness to revise it without the necessity of us seeking a protective order.

As a final matter, the fourth item of the Request is probably objectionable since it calls for counsel to exercise and reveal his mental impressions as to whether or not specific documents tend to prove or not to prove a legal theory. Our accord and satisfaction defense is based upon our belief that your client has been paid under the contract specifications for all water furnished in accordance with the contract terms. Had I chosen to do so, I might have filed a Rule 21 Motion against the pleadings in the case in order to have them phrased in such a manner that this defense would be provable under a general denial. Since the amount in dispute is not large and since your Complaint clearly identifies the item in dispute, I saw no need to do so. Generally, the documents which will support the accord and satisfaction defense are your client's requests for payment, our documents processing the requests, and the interim and final vouchers. If Morse Bros. does not already have these items, I will be happy to supply you with copies.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

7654

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR MARION COUNTY

MORSE BROS., INC., an Oregon corporation,

Plaintiff,

vs.

THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division,

Defendant.

Case No. 85-1194

REQUEST FOR PRODUCTION AND INSPECTION OF DOCUMENTS

Pursuant to ORCP 43, Plaintiff requests that Defendant produce for Plaintiff's inspection and copying at the law offices of Harrang, Swanson, Long & Watkinson, P.C., 101 East Broadway, Suite 400, Eugene, Oregon, 97401, on or before July 27 ~~June~~ 27, 1985 the following described documents, records or other tangible objects:

DEFINITIONS

1. The term "correspondence" shall mean any letter, telegram, telephone memorandum, intra-corporate or intra-office memorandum, or other writing or document reflecting or constituting a communication.

2. A reference to a corporate entity shall be deemed to include its officers, directors, employees, agents or other persons acting in concert with it or on its behalf.

3. The term "document" shall refer to all written or graphic material, however produced or reproduced, of every kind,

in the actual or constructive possession, custody or control of the Defendant, pertaining to the designated subject matter. Without limiting the scope of this definition, examples of documents include, but are not limited to, books, pamphlets, memoranda, diaries, files, notes, statements, bills, change orders, invoices, policies, summaries, receipts, reports, schedules, manuals, agreements, contracts, studies, handwritten notes, maps, drawings, working papers, charges, graphs, papers, indices, tapes, tape recordings, data sheets, data processing cards, reports, photographs, checks, instruments, etc. This definition includes copies when the original is unavailable.

4. This Request for Production is a continuing request and includes documents and correspondence generated after this request and up to and including the date of trial.

DESCRIPTION OF THINGS TO BE PRODUCED

1) Scattered over State
2) Specific not Same

Please produce the following described things:

1. A list of all OHSD contracts awarded since October 1, 1982, which involved in place mixing of cement treated base.

[illegible]

2. All documents on the above contracts which show the interim and final quantities of water for which payment was made by the State pursuant to § 233 of the Oregon Department of Transportation Standard Specifications for Highway Construction, 1974 and/or 1984 editions.

3. All documents containing or describing the calculations of Project Managers or other State employees supporting the

work prod.

water quantity calculations requested in item 2 above.

4. All documents which prove or tend ot prove Defendants' First Affirmative Defense that there was an accord and satisfaction between the parties to this litigation.

Dated this 20 day of June, 1985.

HARRANG, SWANSON, LONG & WATKINSON, P.C.

By: ______________________
John B. Arnold, OSB #73018
Charles R. Schrader, OSB #77339
Of Attorneys for Plaintiff

9834

TO: WILLIAM CLORAN   JUNE 19, 1985
ASSISTANT ATTORNEY GENERAL

FROM: RON KLEINSCHMIT R
CONTRACT CLAIMS COORDINATOR

RE: BLUE MTN. SUMIT - ELGIN
CONTRACT 9834 LITIGATION
TELEPHONE CONVERSATION WITH:
TOM PENNER, PROJECT MANAGER

CONTRACTOR BROUGHT IN HIS ROTO-MILL AND PULVERIZED 4"** OF ASPHALT SURFACING. RED TOPS WERE SET. HE THEN ADDED APPROXIMATELY 6"** OF NEW ROCK, COMPLETE WITH WATER. THE CONTRACTOR WAS INSTRUCTED TO SHAPE THE NEW MATERIAL TO THE LINE AND GRADE ESTABLISHED BY THE RED TOP CONTROLS.
BEHIND THIS OPERATION (AND CONSECUTIVE WITH IT), HE BEGAN TO ADD HIS CEMENT AND MIX IN PLACE, AGAIN ADDING WATER FOR THE FINAL CONSISTANCY.

ACCORDING TO PENNER, THE INITIAL CHEWING UP AND ADDING ROCK GOT AHEAD OF THE FINAL OPERATION. THE CONTRACTOR WAS REQUIRED TO MAINTAIN 1 LANE OF TRAFFIC IN EACH DIRECTION (EXCEPT IN THE IMMEDIATE WORK AREA). THIS PROBABLY EXPLAINS WHY HE ELECTED TO DO SOME ROLLING OF THE INITIAL ADDITION OF ROCK. IN ADDITION, ADDING WATER AT THIS POINT WOULD SEEM PRUDENT TO PROVIDE A MORE DENSE SURFACE. TO ALLEVIATE A DUST PROBLEM ON THE NEW ROCK SURFACE, SPRINKLING WAS PERFORMED AND PAID FOR BY BID ITEM.

EARLY IN THE OPERATION, THE CONTRACTOR BEGAN TO SUBMIT WATER TICKETS FOR THE INITIAL WATER ADD. HE WAS INFORMED BY THE INSPECTOR THAT THERE WOULD BE NO PAY FOR THIS ADDED WATER. THE CONTRACTOR SAID THIS WAS BASE ROCK, AND THAT HE WAS ENTITLED TO PAYMENT FOR THE FIRST ADD OF WATER, AND INFACT, WANTED TO ADD MORE WATER. AFTER BEING INFORMED THAT HE WOULD NOT BE PAID FOR THIS WATER, HE ELECTED TO REDUCE THE AMOUNT OF WATER HE WAS ADDING DURING THE FIRST PASS OPERATION. THE REDUCED VOLUME OF WATER APPARENTLY WAS ADEQUATE UNDER THE TRAFFIC VOLUMES ENCOUNTERED.

WHEN THE INSPECTOR INFORMED THE CONTRACTOR THAT THERE WOULD BE NO PAY FOR WATER, THE CONTRACTOR SAID HE WOULD CONTINUE TO ADD IT AND WOULD CLAIM FOR THE COST.

IN RESPONSE TO THE COMPLAINT FILED, THE CONTRACTOR IS NOT ENTITLED TO PAYMENT FOR ADDITION OF WATER, WAS NOT DIRECTED TO USE IT EXCEPT AS REQUIRED BY THE SPECIFICATIONS FOR CTB, WAS INFORMED HE WOULD NOT BE PAID, AND CONTINUED TO ADD IT AT HIS DISCRETION. THE SPECIFICATIONS REQUIRE THAT THE ADDED MATERIAL BE BROUGHT TO LINE AND GRADE AND DO NOT REQUIRE

COMPACTION PRIOR TO FINAL MIXING AND FINISHING. THE CONTRACTOR ELECTED TO EXTEND THE LAY-DOWN OF NEW ROCK BEYOND THE IMMEDIATE WORK AREA OF THE CTB OPERATION. THIS ELECTION IS PROBABLY THE REASON THE CONTRACTOR CHOSE TO COMPACT THE NEW ROCK, AND ADD WATER TO IT. IT WAS NOT AT THE DIRECTION OF THE PROJECT MANAGER.

**CONTRACTOR REQUESTED AND RECEIVED A REVISION TO THE SPECIFICATIONS, TO CHANGE PULVERIZE TO A DEPTH OF 4" INSTEAD OF 8", AND ADD 6" INSTEAD OF 4"OF NEW ROCK, AND THEN TREAT THE TOTAL NEW DEPTH OF 10". THIS REVISION WAS MADE DUE TO THE AMOUNT OF LARGE ROCK IN THE EXISTING ROADBED. THE PRICE AGREEMENT DOES NOT CHANGE THE NO-PAY STATUS FOR ADDITION OF WATER TO PROVIDE CONSISTANCY. IN FACT, AN OVERSIGHT MAY HAVE BEEN MADE IN NOT TAKING AN ADDITIONAL CREDIT FROM THE CONTRACTOR FOR THE CHANGE IN AMOUNT OF WATER REQUIRED?

ATTACHMENTS:

PLAN SHEET TYPICALS
SPECIAL PROVISIONS
STANDARD SPECIFICATION
PRICE AGREEMENT #5
CLAIM AND RESPONSE MEMOS

```
*************************************************************
*                                                           *
* DELIVER TO: CONSTRUCTION SECTION HWY                      *
*                                                           *
*                                                           *
* ORIGINAL                                                  *
* SENT:           06/12/85  TIME: 10:12                     *
* FROM:           DISTRICT 12 HWY                           *
* SUBJECT:        CONTRACT NO. 9834                         *
* PRINT DATE:     06/12/85  TIME: 11:25                     *
*                                                           *
*************************************************************
```

TO: O. B. JACKMOND FROM: TOM PENNER

RE: BLUE MT. SUMMIT- ELGIN, CONTRACT #9834

THIS IS IN REGARDS TO THE SUIT BY MORSE BROTHERS FOR WATER ON THE ABOVE CONTRACT. WATER FOR BASE ROCK WAS PAID FOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

THE WATER, AGGREGATES, AND MIXING FOR CEMENT TREATED BASE IN PLACE ARE COVERED UNDER SECTION 310, SPECIFICALLY 310.91. WE HAVE COMPLETED OTHER PROJECTS OF THIS SAME NATURE AND THE CONTRACTORS HAVE COMPLIED WITH THE SPECIFICATIONS AND DID NOT EXPECT TO RECEIVE PAYMENT FOR THE WATER USED IN THE PROCESS. THESE WERE CONTRACTS NOS. 9116, 9117,8959.

WE HAVE THE CORRESPONDENCE ON THIS MATTER ON FILE AT THIS OFFICE IF IT IS REQUIRED.
CD

RECEIVED
JUN 12 1985
CONSTRUCTION SECTION
CE__ CAE__ COR__ OM__ OE__ CA__ CAM__ EEO__ LS__ TC__ SA__ CC__ FE__ CP__ POC__ OCS__ FILE__

1834

INDEX OF SHEETS	
[illegible]	DESCRIPTION
1	Title Sheet
2	Typical Section & Details
2A	Typical Section & Slide Correction Details
2B	Material Source
2C	Summary, Staging & Details
2D	Pipe Data

Drg. Nos.

S-1, S-5, S-6, S-12, 2126C, 2201, 2203 } Temporary Protection And Direction Of Traffic
2050 – Multi-Layer Pavement Const.
2091B, 2112, 2121 – Pipe
2051 – Drain Pipe
2126, 2126A, 2126B, 2126D, 2126F } Guard Rail
2129 – Delineators
2136 – Mailboxs

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GRADING & PAVING

BLUE MOUNTAIN SUMMIT - ELGIN SECTION

WESTON - ELGIN HIGHWAY

UNION COUNTY

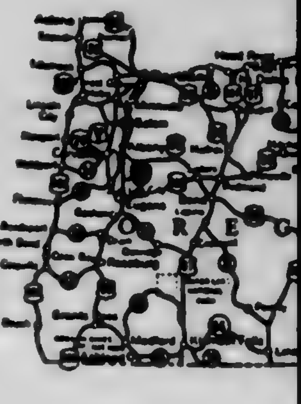
MAY, 1984

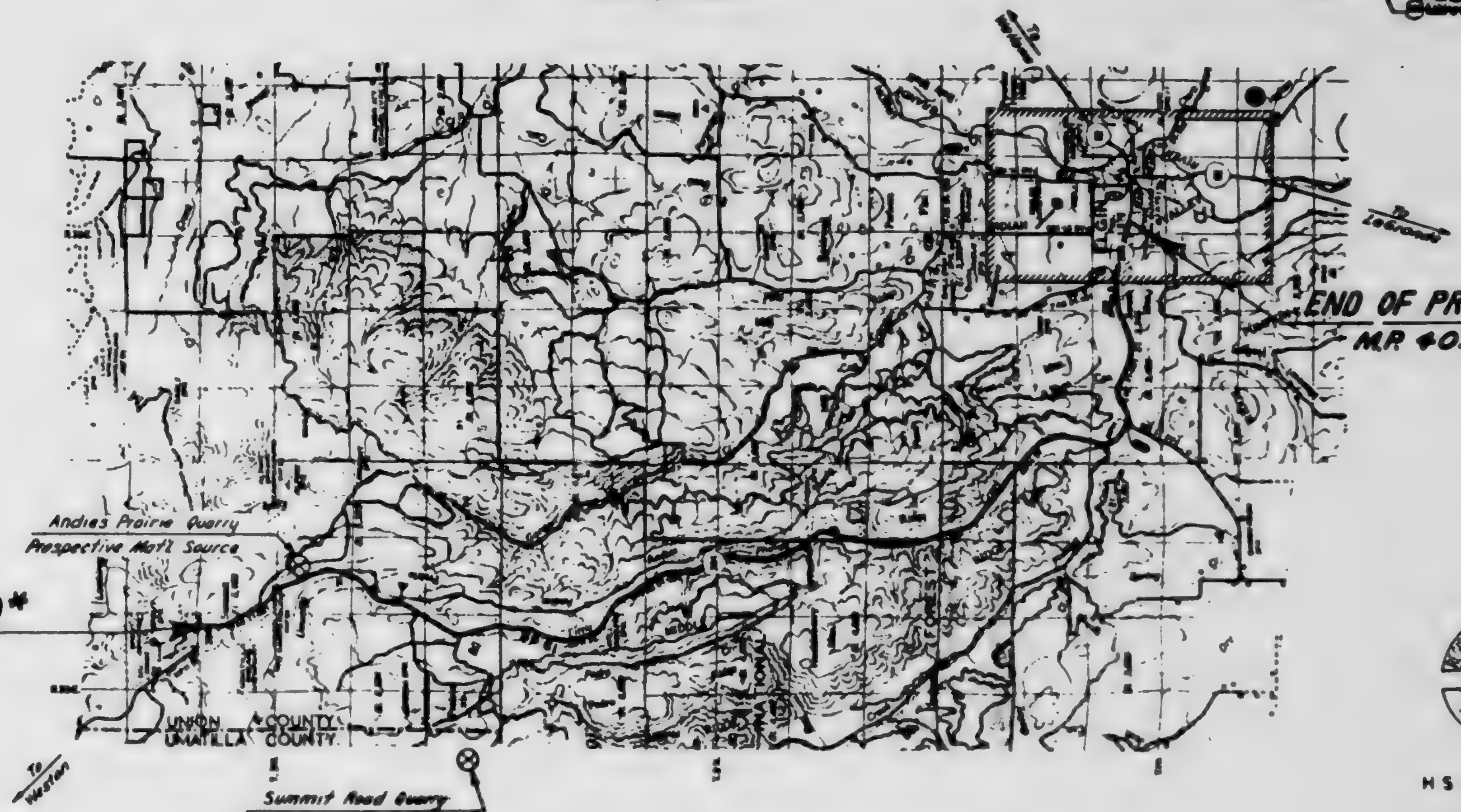
Overall Length Of Project 16.57 Miles

CONSTRUCTION DEPARTMENT
PLEASE RETURN

BLUE MOUNTAIN SUMMIT -
WESTON - ELGIN
UNION CO

10	OREGON	FLH-





END OF PROJECT FLH
M.P. 40.27

Andies Prairie Quarry
Prospective Mat'l Source

BEGINNING OF PROJECT FLH-FH-89(4)*
M.P. 23.70

Summit Road Quarry
Prospective Mat'l Source

* FH-37-1(1)...... Forest Highway

Sketch Map
Scale 0 1 2 Miles

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N. B Giustina.	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D Miller	DIRECTOR OF TRANSPORTATION

H S Coulter STATE

E S Hunter ASSISTANT

DEPARTMENT O
FEDERAL HIGHWA
APPROVED
FIELD OPERATIONS

1834

17V-237

BLUE MOUNTAIN SUMMIT - ELGIN SECTION WESTON - ELGIN HIGHWAY UNION COUNTY				SHEET NO.
				1
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	FLH-FH-89(4)*		See Index

INDEX OF SHEETS	
NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Details
A	Typical Section & Slide Correction Details
B	Material Source
C	Summary, Staging & Details
D	Pipe Data

las.

S-5, S-4, S-12, } Temporary Protection And
C, 2201, 2203 } Direction Of Traffic
0 – Multi-Layer Pavement Const.
1B, 2112, 2121 – Pipe
1 – Drain Pipe
, 2126A, 2126B } Guard Rail
D, 2126F }
– Delineators
– Mailboxs

Overall Length Of Project 16.57 Miles

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GRADING & PAVING

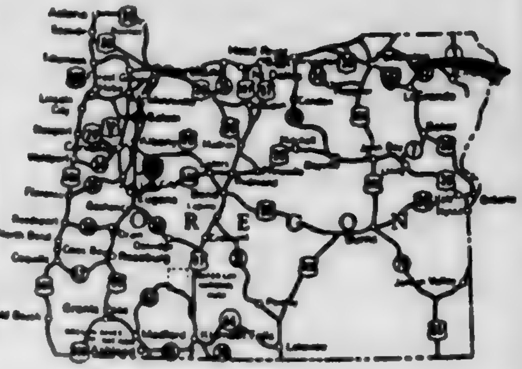
BLUE MOUNTAIN SUMMIT - ELGIN SECTION

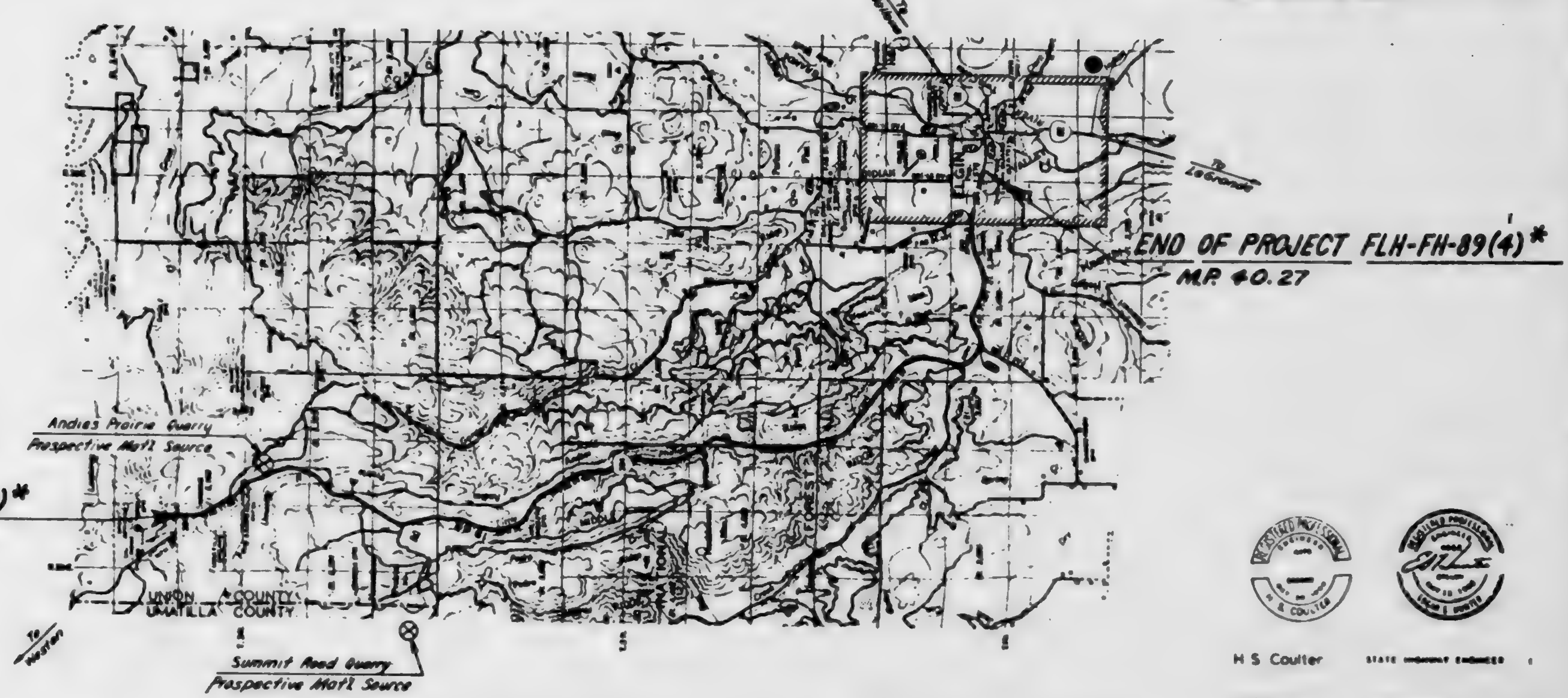
WESTON - ELGIN HIGHWAY

UNION COUNTY

MAY, 1984

CONSTRUCTION DEPARTMENT
PLEASE RETURN




To La Grande
END OF PROJECT FLH-FH-89(4)*
M.P. 40.27
Andies Prairie Quarry
Prospective Mat'l Source
NING OF PROJECT FLH-FH-89(4)*
.P. 23.70
UNION COUNTY
UMATILLA COUNTY
To Weston
Summit Road Quarry
Prospective Mat'l Source

* FN-37-1(1)...... Forest Highway

Sketch Map
Scale 0 1 2 Miles

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N B Giustina.	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D Miller	DIRECTOR OF TRANSPORTATION

H S Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

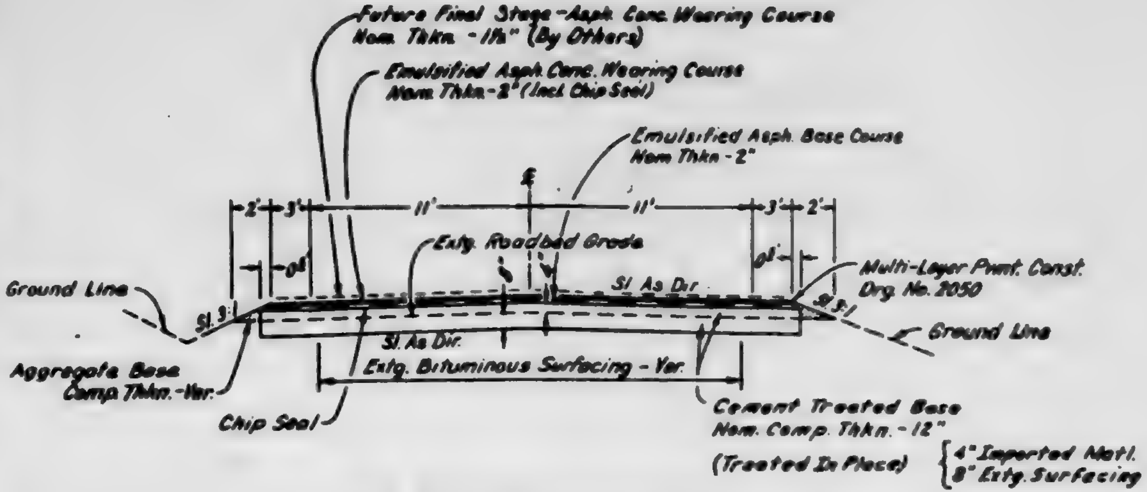
FIELD OPERATIONS ENGINEER DATE

17V-237

BLUE MOUNTAIN SUMMIT – ELGIN SECTION WESTON - ELGIN HIGHWAY UNION COUNTY				[illegible] 2
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
10	OREGON	PLH-PL-89(4)		[illegible]

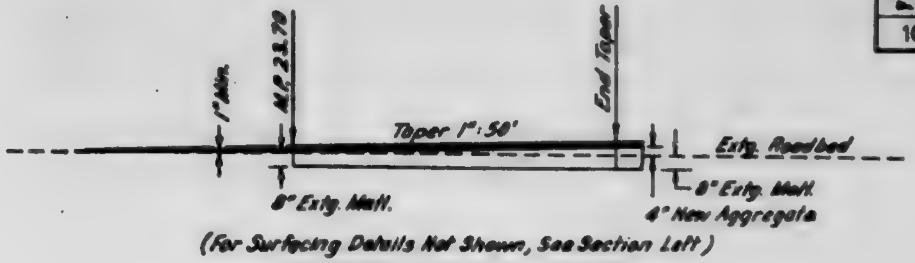
TYPICAL SECTIONS

R/W Map 5B-35-8



Future Final Stage - Asph. Conc. Wearing Course
Nom. Thkn. - 1½" (By Others)
Emulsified Asph. Conc. Wearing Course
Nom. Thkn. - 2" (Incl. Chip Seal)
Emulsified Asph. Base Course
Nom. Thkn. - 2"
℄
2'
3'
11'
11'
3'
2'
0'
0'
Extg. Roadbed Grade
Multi-Layer Pvmt. Const.
Drg. No. 2050
Ground Line
Sl. 3:1
Sl. As Dir.
Sl. As Dir.
Sl. 3:1
Ground Line
Extg. Bituminous Surfacing - Var.
Aggregate Base
Comp. Thkn. - Var.
Chip Seal
Cement Treated Base
Nom. Comp. Thkn. - 12"
(Treated In Place)
4" Imported Matl.
8" Extg. Surfacing

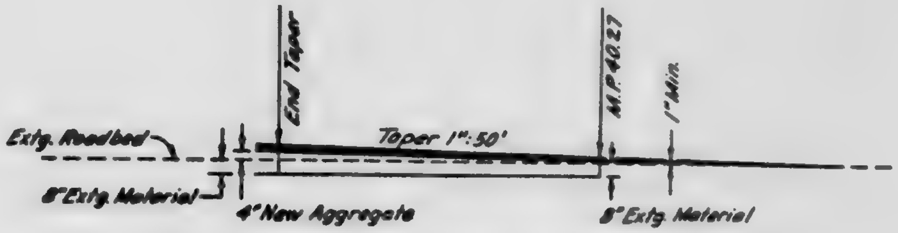
M.P. 23.70 To M.P. 40.27



1" Min.
M.P. 23.70
End Taper
Taper 1":50'
Extg. Roadbed
8" Extg. Matl.
8" Extg. Matl.
4" New Aggregate

(For Surfacing Details Not Shown, See Section Left)

TAPER AT M.P. 23.70



End Taper
M.P. 40.27
1" Min.
Taper 1":50'
Extg. Roadbed
8" Extg. Material
4" New Aggregate
8" Extg. Material

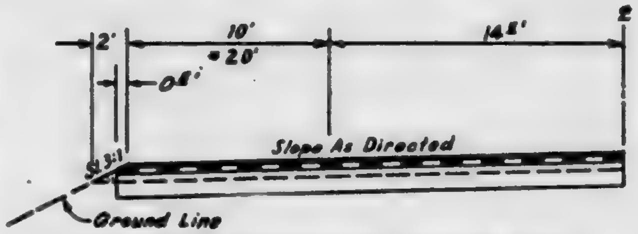
(For Surfacing Details Not Shown, See Section Left)

TAPER AT M.P. 40.27

GUARD RAIL CONSTRUCTION TABLE				
M.P. To M.P.	Type 2A Guard Rail	Remove Extg. Guard Rail	Type "C" End Piece	Type 1 Anchors
24.74 To 24.85 Rt.	575'		2	2
25.19 To 25.24 Rt.	262.5'	200'	2	2
25.28 To 25.44 Rt.	850'		2	2
25.50 To 25.76 Rt.	1375'		2	2
25.83 To 26.18 Rt.	1850'		2	2
27.26 To 27.33 Rt.	375'		2	2
27.76 To 27.90 Lt.	737.5'		2	2
28.01 To 28.16 Lt.	687.5'		2	2
28.64 To 28.70 Rt.	312.5'		2	2
32.61 To 32.71 Lt.	525'		2	2
32.62 To 32.69 Rt.	375'		2	2
32.74 To 32.78 Lt.	200'		2	2
32.74 To 32.80 Rt.	312.5'		2	2
37.08 To 37.11 Rt.	262.5'		2	2
37.24 To 37.31 Rt.	375'		2	2
37.63 To 37.72 Rt.	475'		2	2
38.66 To 38.73 Rt.	375'		2	2

W = 4' Min

Drg. Nos. 2126, 2126A, 2126B, 2126D & 2126E



2'
10'
*20'
14'±
℄
0'±
Sl. 3:1
Slope As Directed
Ground Line

(For Surfacing Details Not Shown See Section Above)

PAVEMENT WIDENING AREAS

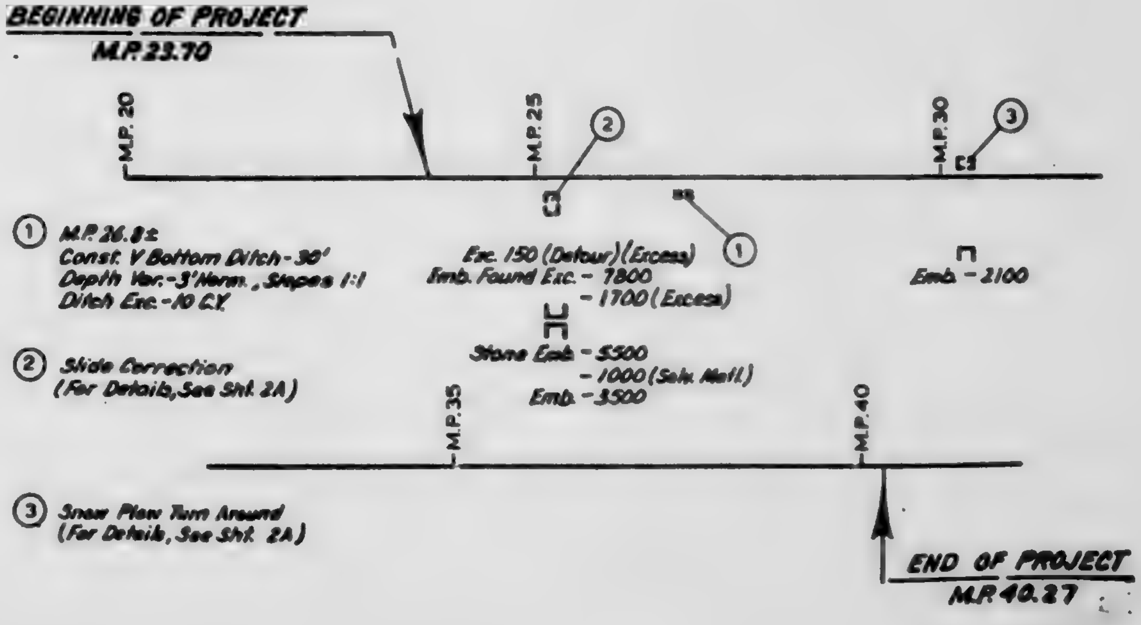
(For Location See Table Below)

PAVEMENT WIDENING		
M.P. To M.P	WIDTH	
	LEFT	RIGHT
23.69 To 23.74		10'
24.34 To 24.41		10'
24.65 To 24.72		10'
24.87 To 24.89		10'
*25.10 To 25.18		20'
25.22 To 25.26		10'
25.43 To 25.50		10'
25.77 To 25.82		10'
26.19 To 26.24		10'
26.69 To 26.78		10'
26.67 To 26.80	10'.	
27.06 To 27.12		10'
26.96 To 27.32	10'	
27.30 To 27.49		10'
28.24 To 28.29	10'	
28.44 To 28.49	10'	
28.80 To 28.88	10'	
*29.00 To 29.08	20'	
32.69 To 32.72	10'	
36.64 To 36.69	10'	
36.80 To 36.86		10'

Note:

Const. Road Connections - 17 (Total)
Const. Paved Approaches - 14 (Total)
Const. Flares And Turnouts - 58 (Total)
Inst. Multiple Mailbox Supports - 3 (Total)
Inst. Single Mailbox Support
Const. Mailbox Service Turnouts - 4 (Total)
Mailbox Location To Be Determined In Field
(See Drg. No. 2136)
(For Details, See Sht. 2C)

Eriksen, Keller, Butts



BEGINNING OF PROJECT
M.P. 23.70
M.P. 20
M.P. 25
M.P. 30
M.P. 35
M.P. 40
②
③
①
Exc. 150 (Detour) (Excess)
Emb. Found Exc. - 7800
- 1700 (Excess)
Stone Emb. - 5500
- 1000 (Sele. Matl.)
Emb. - 3500
Emb. - 2100
END OF PROJECT
M.P. 40.27

① M.P. 26.8±
Const. V Bottom Ditch - 30'
Depth Var. - 3' Norm., Slopes 1:1
Ditch Exc. - 10 C.Y.

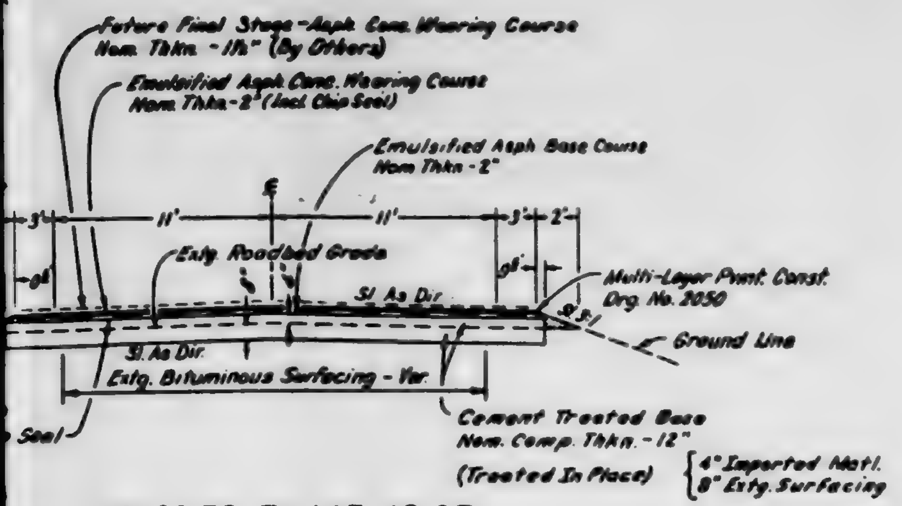
② Slide Correction
(For Details, See Sht. 2A)

③ Snow Plow Turn Around
(For Details, See Sht. 2A)

2-27-74

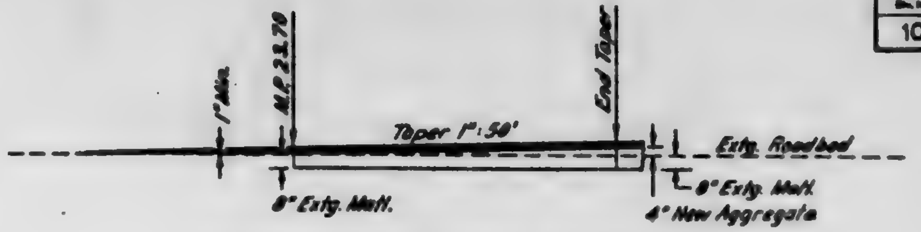
TYPICAL SECTIONS

BLUE MOUNTAIN SUMMIT - ELGIN SECTION WESTON - ELGIN HIGHWAY UNION COUNTY				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	FLH-PL-89(4)		See Index



Future Final Stage - Asph. Conc. Wearing Course
Nom. Thkn. - 1½" (By Others)
Emulsified Asph. Conc. Wearing Course
Nom. Thkn. - 2" (Incl. Chip Seal)
Emulsified Asph. Base Course
Nom. Thkn. - 2"
℄
3'
11'
11'
3'
2'
0.8'
0.8'
Extg. Roadbed Grade
Sl. As Dir.
Multi-Layer Pvmt. Const.
Drg. No. 2050
Ground Line
Sl. As Dir.
Extg. Bituminous Surfacing - Var.
Seal
Cement Treated Base
Nom. Comp. Thkn. - 12"
(Treated In Place)
4" Imported Matl.
8" Extg. Surfacing

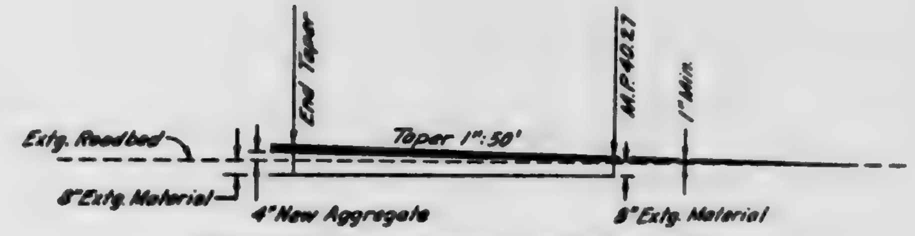
M.P. 23.70 To M.P. 40.27



1" Min.
M.P. 23.70
End Taper
Taper 1":50'
Extg. Roadbed
8" Extg. Matl.
8" Extg. Matl.
4" New Aggregate

(For Surfacing Details Not Shown, See Section Left)

TAPER AT M.P. 23.70

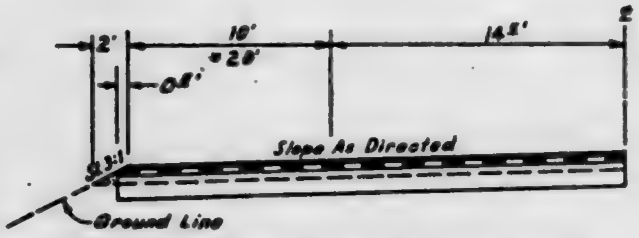


End Taper
M.P. 40.27
1" Min.
Extg. Roadbed
Taper 1":50'
8" Extg. Material
4" New Aggregate
8" Extg. Material

(For Surfacing Details Not Shown, See Section Left)

TAPER AT M.P. 40.27

STRUCTION TABLE		
Remove Extg. Guard Rail	Type "C" End Pieces	Type 1 Anchors
	2	2
200'	2	2
	2	2
	2	2
	2	2
	2	2
	2	2
	2	2
	2	2
	2	2
	2	2
	2	2
	2	2
	2	2
	2	2
	2	2
	2	2



2'
10'
14.5'
℄
0.8'
.28'
Slope As Directed
Ground Line

(For Surfacing Details Not Shown See Section Above)

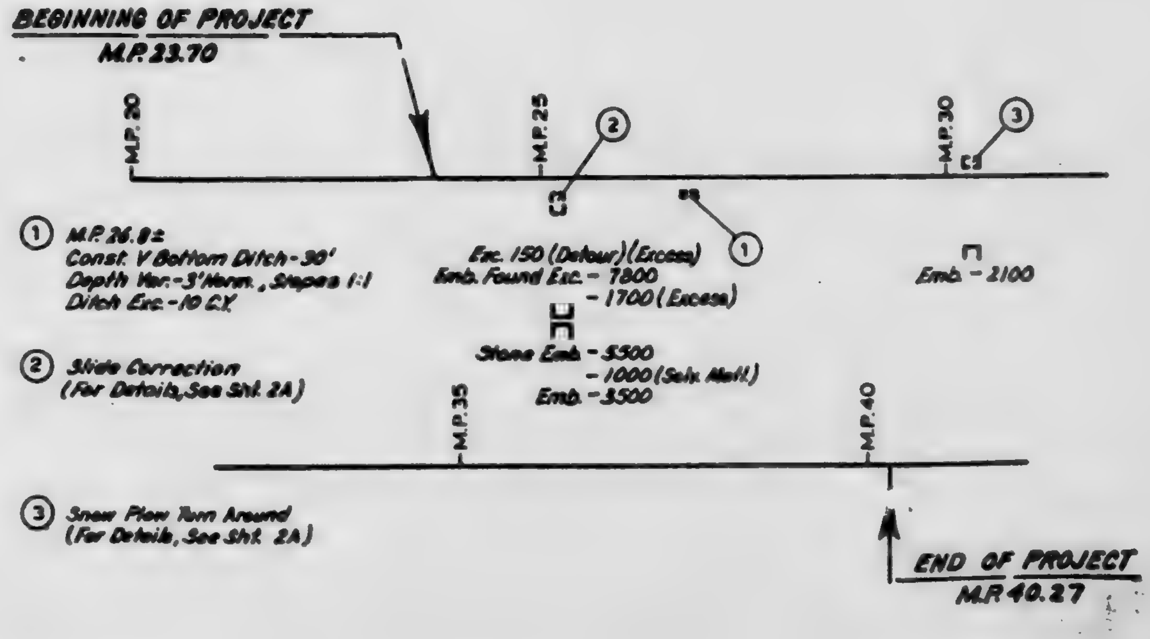
PAVEMENT WIDENING AREAS

(For Location See Table Below)

PAVEMENT WIDENING				
M.P.	To	M.P	WIDTH	
			LEFT	RIGHT
23.69	To	23.74		10'
24.34	To	24.41		10'
24.65	To	24.72		10'
24.87	To	24.89		10'
*25.10	To	25.18		20'
25.22	To	25.26		10'
25.43	To	25.50		10'
25.77	To	25.82		10'
26.19	To	26.24		10'
26.69	To	26.78		10'
26.67	To	26.80	10'	
27.06	To	27.12		10'
26.94	To	27.32	10'	
27.30	To	27.49		10'
28.24	To	28.29	10'	
28.44	To	28.49	10'	
28.80	To	28.88	10'	
*29.00	To	29.08	20'	
32.69	To	32.72	10'	
36.64	To	36.69	10'	
36.80	To	36.86		10'

USED RANGE

ctions - 17 (Total)
oaches - 14 (Total)
Turnouts - 58 (Total)
x Supports - 3 (Total)
x Support
ice Turnouts - 4 (Total)
Be Determined In Field
)
ht. 2C)



BEGINNING OF PROJECT
M.P. 23.70
M.P. 20
M.P. 25
M.P. 30
②
③
①
Exc. 150 (Detour) (Excess)
Emb. Found Exc. - 7800
- 1700 (Excess)
Stone Emb. - 5500
- 1000 (Selc. Matl.)
Emb. - 3500
Emb. - 2100
M.P. 35
M.P. 40
END OF PROJECT
M.P. 40.27

① M.P. 26.8±
Const. V Bottom Ditch - 30'
Depth Var. - 3' Nom., Slopes 1:1
Ditch Exc. - 10 C.Y.

② Slide Correction
(For Details, See Sht. 2A)

③ Snow Plow Turn Around
(For Details, See Sht. 2A)

2-27-84

Aggrega
Comp. T
Extg. Gr

① Cons
Inse
Gra
Gua
Tr
(S

② Co
Re

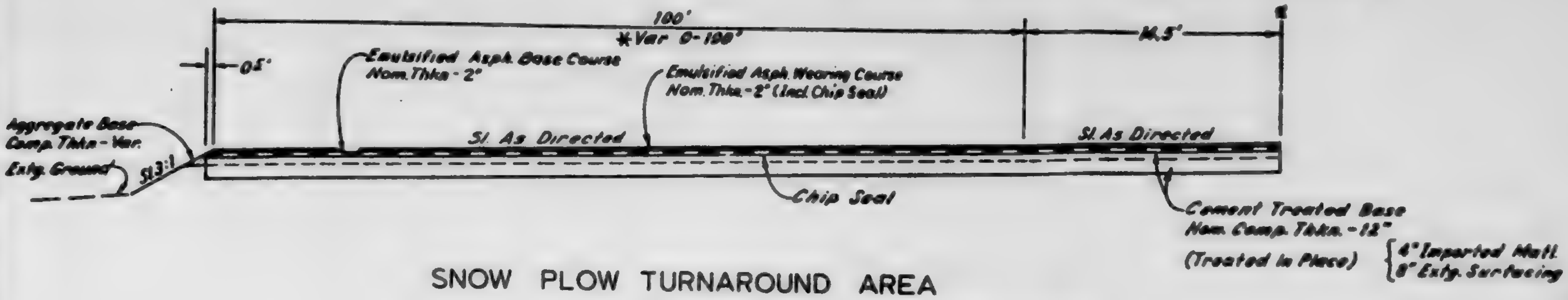
--237

2

TYPICAL SECTIONS

BLUE MOUNTAIN SUMMIT-
WESTON ELGIN
UNION COU

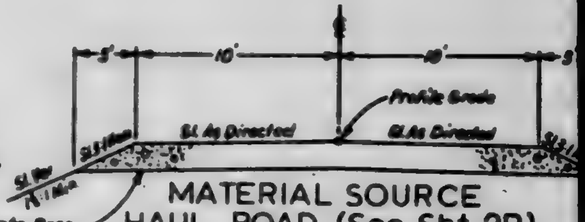
10	OREGON	FLH-F



100'
*Var 0-100'
0.5'
14.5'
Emulsified Asph. Base Course
Nom. Thkn. - 2"
Emulsified Asph. Wearing Course
Nom. Thkn. - 2" (Incl. Chip Seal)
Aggregate Base
Comp. Thkn. - Var.
Exty. Ground
Sl. 3:1
Sl. As Directed
Sl. As Directed
Chip Seal
Cement Treated Base
Nom. Comp. Thkn. - 12"
(Treated In Place)
4" Imported Matl.
8" Exty. Surfacing

SNOW PLOW TURNAROUND AREA

*M.P. 30.21 To M.P. 30.25 (Taper Section - 200')
30.25 To 30.26 (50')
*30.26 To 30.30 (Taper Section - 200')

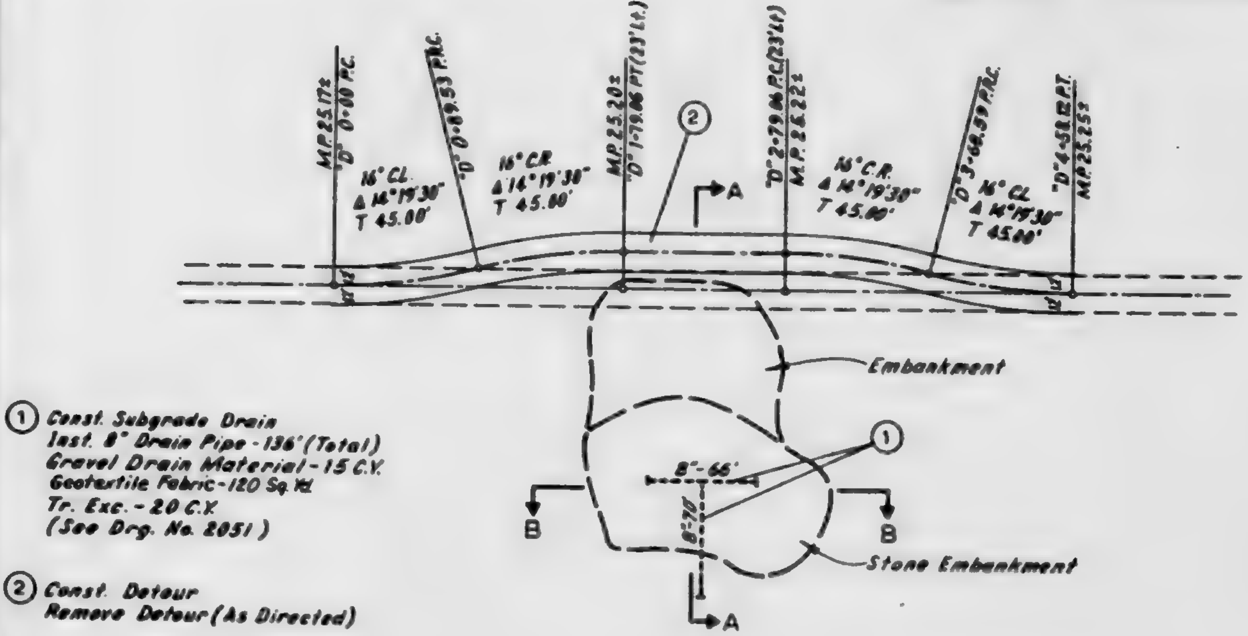


5'
10'
10'
Profile Grade
Sl. As Directed
Sl. As Directed
Sl. Var.
Aggregate Base
Nom. Comp. Thkn. - 12"
(Approx. 100 Tons Reqd.)

MATERIAL SOURCE
HAUL ROAD (See Sht. 2B)

STA. 0+00 To STA. 0+65 (Gradi
0+65 To 8+93 (Gradi

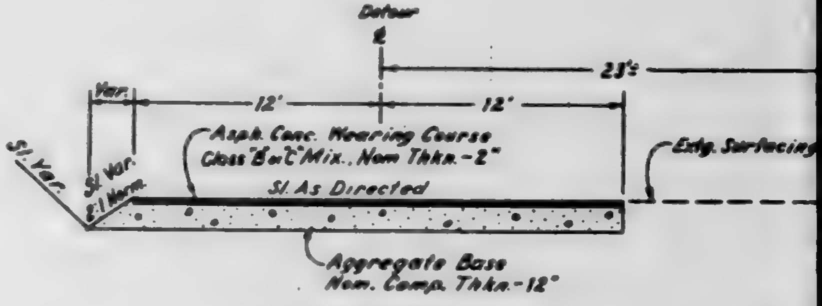
SLIDE CORRECTION DETAILS



M.P. 25.17± "D" 0+00 P.C.
"D" 0+89.53 P.R.C.
M.P. 25.20± "D" 1+79.06 P.T. (23' Lt.)
"D" 2+79.06 P.C. (23' Lt.) M.P. 25.22±
"D" 3+68.59 P.R.C.
"D" 4+58.12 P.T. M.P. 25.25±
16° CL.
Δ 14°19'30"
T 45.00'
16° C.R.
Δ 14°19'30"
T 45.00'
16° C.R.
Δ 14°19'30"
T 45.00'
16° CL.
Δ 14°19'30"
T 45.00'
②
A
Embankment
①
8"-66'
8"-70'
B
B
Stone Embankment
A

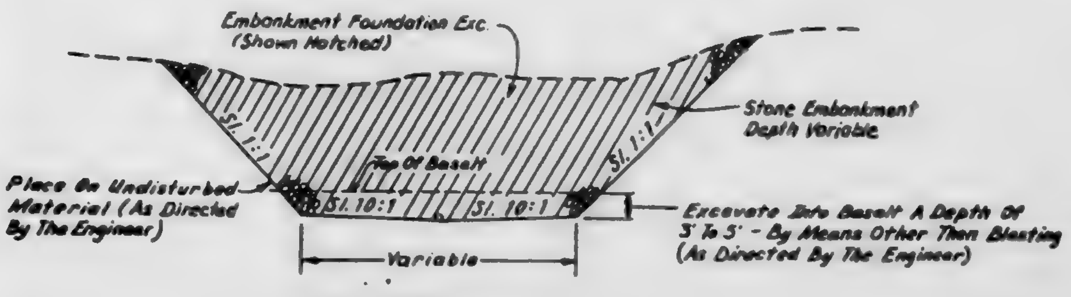
① Const. Subgrade Drain
Inst. 8" Drain Pipe - 136' (Total)
Gravel Drain Material - 15 C.Y.
Geotextile Fabric - 120 Sq. Yd.
Tr. Exc. - 20 C.Y.
(See Drg. No. 2051)

② Const. Detour
Remove Detour (As Directed)



Detour
℄
23'±
Var.
12'
12'
Asph. Conc. Wearing Course
Class "B" or "C" Mix., Nom. Thkn. - 2"
Exty. Surfacing
Sl. Var.
Sl. Var.
2:1 Norm.
Sl. As Directed
Aggregate Base
Nom. Comp. Thkn. - 12"

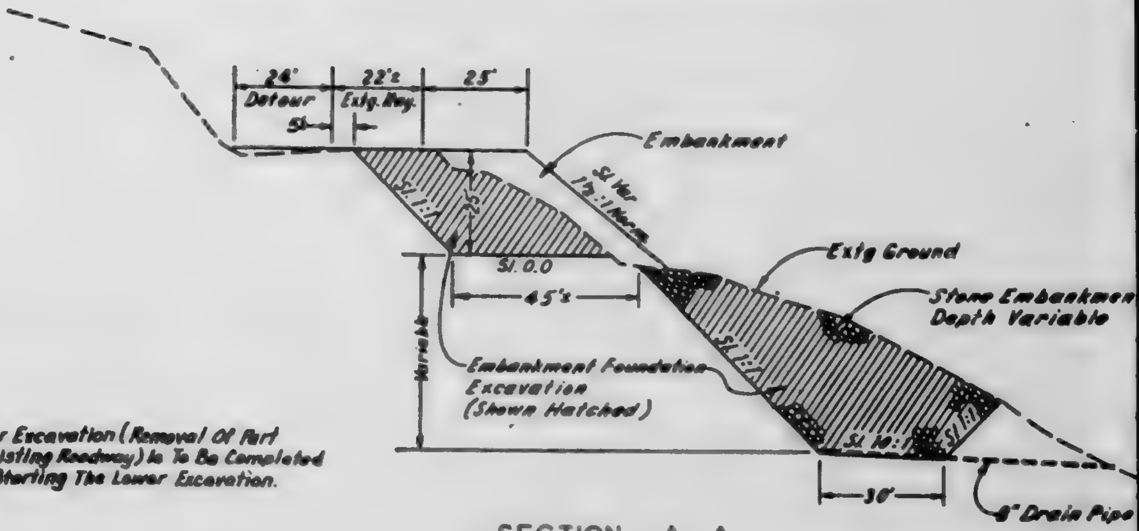
DETOUR
M.P. 25.17± To M.P. 25.25±



Embankment Foundation Exc.
(Shown Hatched)
Stone Embankment
Depth Variable
Sl. 1:1
Sl. 1:1
Top Of Basalt
Place On Undisturbed Material (As Directed By The Engineer)
Sl. 10:1
Sl. 10:1
Excavate Into Basalt A Depth Of 3' To 5' - By Means Other Than Blasting (As Directed By The Engineer)
Variable

SECTION B-B

NOTE:
The Upper Excavation (Removal Of Part Of The Existing Roadway) Is To Be Completed Prior To Starting The Lower Excavation.



26'
22'±
25'
Detour
Exty. Hwy.
5'
Embankment
Sl. Var.
1½:1 Norm.
Sl. 1:1
Sl. 0.0
4.5'±
Exty Ground
Stone Embankmen
Depth Variable
Variable
Embankment Foundation
Excavation
(Shown Hatched)
Sl. 1:1
Sl. 10:1
Sl. 1:1
30'
8" Drain Pipe

SECTION A-A

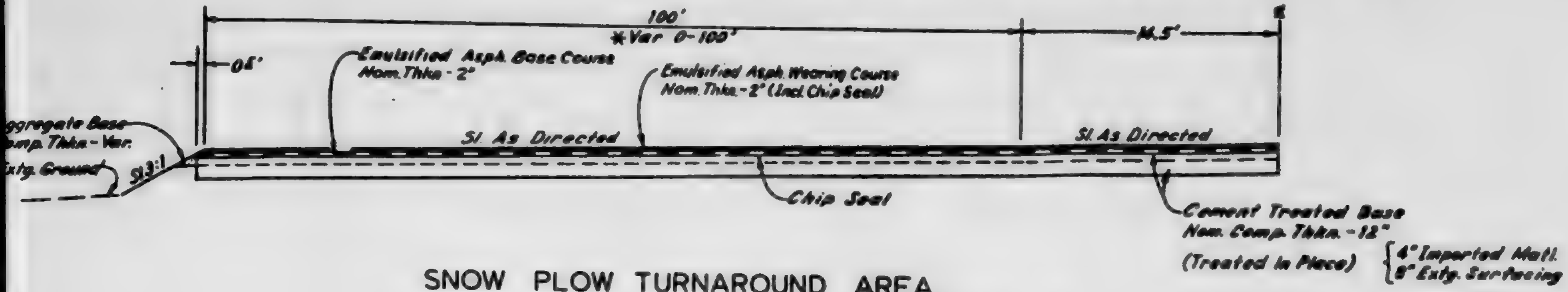
17V-237

BLUE MOUNTAIN SUMMIT–ELGIN SECTION
WESTON ELGIN HIGHWAY
UNION COUNTY

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
10	OREGON	FLH-91-81(4)		[illegible]

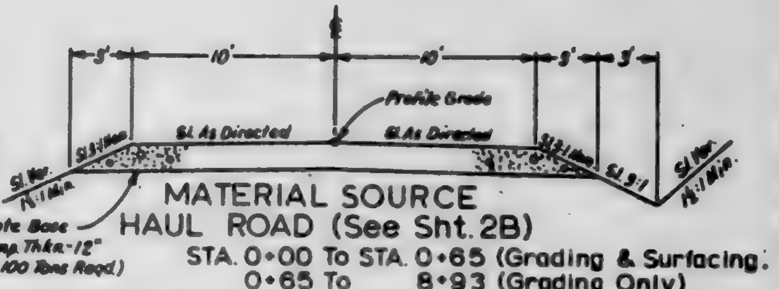
Sheet No. 2A

TYPICAL SECTIONS


100'
*Var 0-100'
14.5'
0.5'
Emulsified Asph. Base Course
Nom. Thkn. - 2"
Emulsified Asph. Wearing Course
Nom. Thkn. - 2" (Incl. Chip Seal)
Aggregate Base
Comp. Thkn. - Var.
Extg. Ground
Sl. 3:1
Sl. As Directed
Sl. As Directed
Chip Seal
Cement Treated Base
Nom. Comp. Thkn. - 12"
(Treated In Place)
4" Imported Matl.
8" Extg. Surfacing

SNOW PLOW TURNAROUND AREA

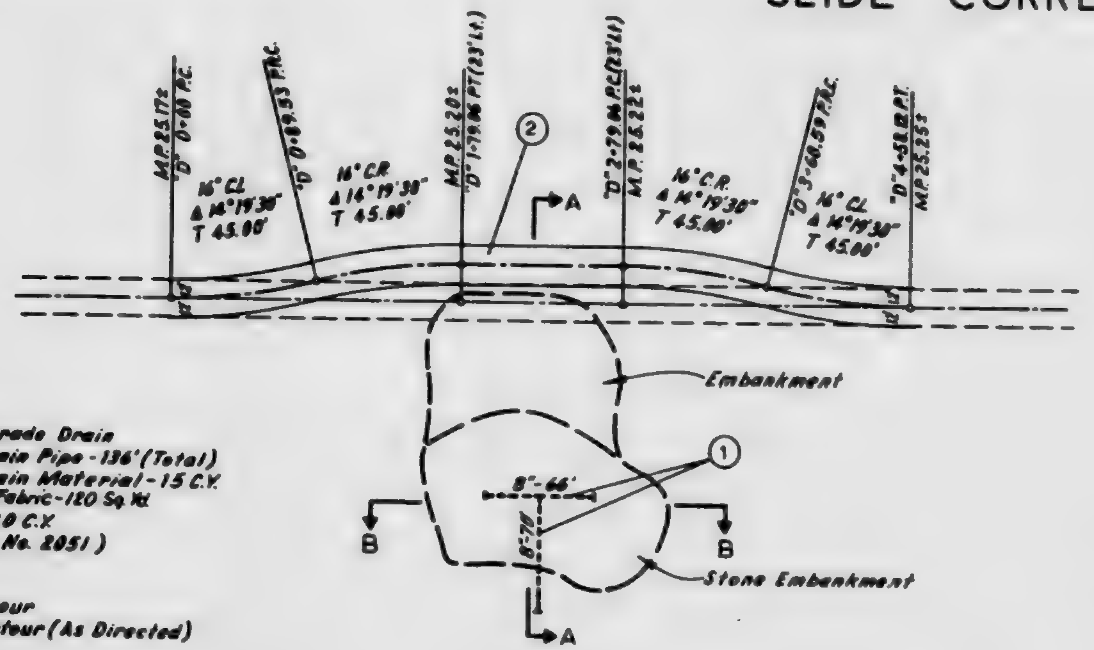
*M.P. 30.21 To M.P. 30.25 (Taper Section – 200')
30.25 To 30.26 (50')
* 30.26 To 30.30 (Taper Section – 200')


5'
10'
10'
5'
5'
Profile Grade
Sl. As Directed
Sl. As Directed
Sl. 3:1 Max.
Sl. 3:1 Max.
Sl. 9:1
Sl. Var. 1½:1 Min.
Sl. Var. 1½:1 Min.
Aggregate Base
Nom. Comp. Thkn. - 12"
(Approx. 100 Tons Reqd.)

MATERIAL SOURCE HAUL ROAD (See Sht. 2B)

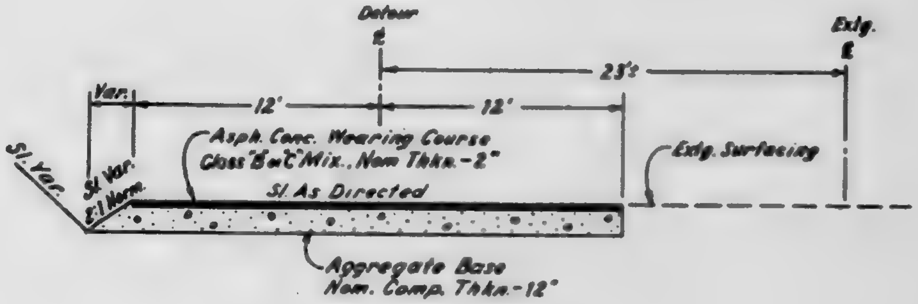
STA. 0+00 To STA. 0+65 (Grading & Surfacing.
0+65 To 8+93 (Grading Only)

SLIDE CORRECTION DETAILS


M.P. 25.17±
"D" 0+00 P.C.
16° CL
Δ 14°19'30"
T 45.00'
"D" 0+89.53 P.R.C.
16° CR
Δ 14°19'30"
T 45.00'
M.P. 25.20±
"D" 1+79.06 P.T. (25' Lt.)
②
A
"D" 2+79.06 P.C. (25' Lt.)
M.P. 25.22±
16° C.R.
Δ 14°19'30"
T 45.00'
"D" 3+68.59 P.R.C.
16° CL
Δ 14°19'30"
T 45.00'
"D" 4+58.12 P.T.
M.P. 25.25±
Embankment
①
8"-66'
8"-70'
B
B
Stone Embankment
A

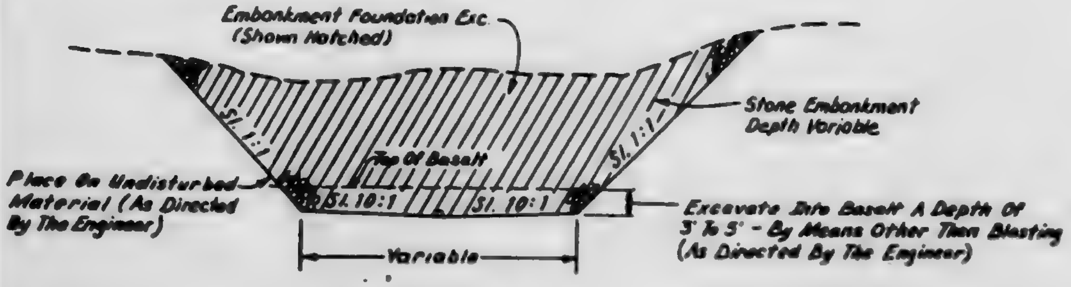
Const. Subgrade Drain
Inst. 8" Drain Pipe - 136' (Total)
Gravel Drain Material - 15 C.Y.
Geotextile Fabric - 120 Sq. Yd.
Tr. Exc. - 20 C.Y.
(See Drg. No. 2051)

Const. Detour
Remove Detour (As Directed)


Detour ℄
Extg. ℄
23'±
Var.
12'
12'
Sl. Var.
Sl. Var. 2:1 Norm.
Asph. Conc. Wearing Course
Class "B or C" Mix., Nom. Thkn. - 2"
Sl. As Directed
Extg. Surfacing
Aggregate Base
Nom. Comp. Thkn. - 12"

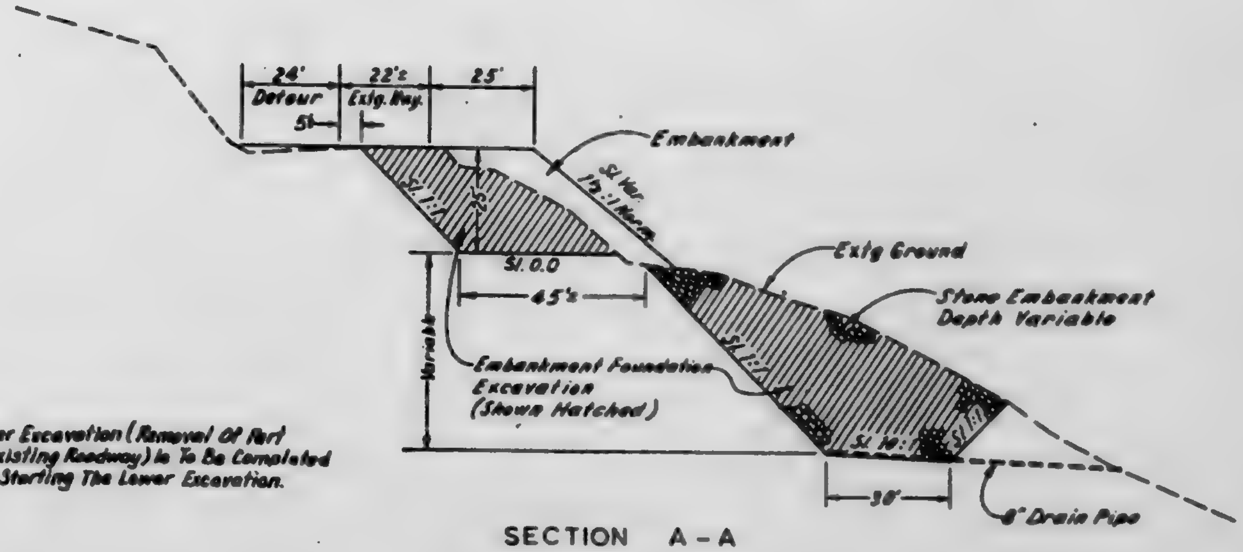
DETOUR

M.P. 25.17± To M.P. 25.25±


Embankment Foundation Exc.
(Shown Hatched)
Stone Embankment
Depth Variable
Sl. 1:1
Sl. 1:1
Top Of Basalt
Place On Undisturbed Material (As Directed By The Engineer)
Sl. 10:1
Sl. 10:1
Excavate Into Basalt A Depth Of 3' To 5' - By Means Other Than Blasting (As Directed By The Engineer)
Variable

SECTION B-B

NOTE:
The Upper Excavation (Removal Of Part Of The Existing Roadway) Is To Be Completed Prior To Starting The Lower Excavation.


24'
22'±
25'
Detour
Extg. Hwy.
5'±
Embankment
Sl. Var. 1½:1 Norm.
Sl. 1:1
25'
Sl. 0.0
45'±
Variable
Extg. Ground
Stone Embankment
Depth Variable
Embankment Foundation
Excavation
(Shown Hatched)
Sl. 1:1
Sl. 10:1
Sl. 1:1
30'
8" Drain Pipe

SECTION A-A

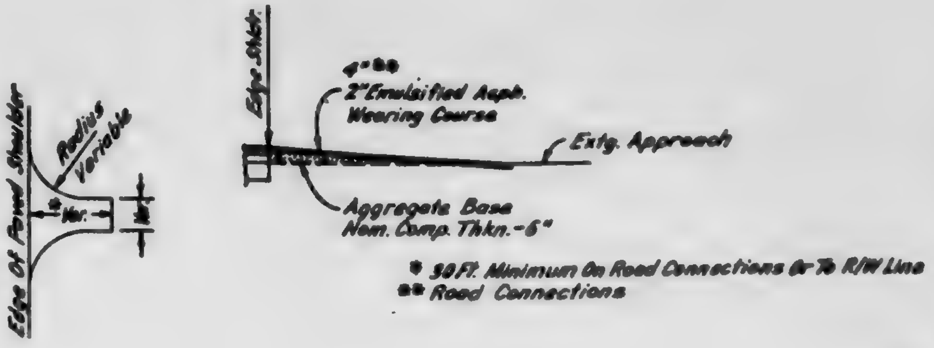
BLUE MOUNTAIN SUMMIT-		
WESTON - ELGIN UNION COU		
FED. ROAD DIV. NO.	STATE	PRO. NUM
10	OREGON	FLH-FH

S U M M A R Y

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	
			FLH	FH
			For M.P. To M.P. Limits See Table A Below	
Mobilization	All	All	71%	29%
Temporary Protection and Direction of Traffic	All	All	75%	25%
Temporary Signs	Sq.Ft.	827	580	247
Temporary Barricades	Each	11	8	3
Temporary Continuous Rail Traffic Barriers,				
Reflectorized	Lin.Ft.	425	425	
Temporary Plastic Safety Markers	Each	90	63	27
Temporary Delineators	Each	10	10	
Flaggers	Hour	2,000	1,400	600
Pilot Car	Hour	800	560	240
ROADWORK				
Clearing and Grubbing	All	All	70%	30%
Removal of Structures and Obstructions	All	All	70%	30%
Ditch Excavation	Cu.Yd.	10	10	
Embankment Foundation Excavation	Cu.Yd.	9,500	9,500	
Embankment in Place	Cu.Yd.	5,600	5,600	
Stone Embankment	Cu.Yd.	6,500	6,500	
Trench Excavation	Cu.Yd.	72	72	
Finishing Roadbed and Slopes	Mile	16.6	11.7	4.9
Watering	M-Gal.	500	350	150
Aggregate Base	Ton	6,000	4,240	1,760
Cement Treated Base	Sq.Yd.	300,000	212,100	87,900
Cement for Treated Base	Ton	9,750	6,890	2,860
Aggregate for Treated Base	Ton	87,000	61,500	25,500
Asphalt in Chip Seal	Ton	325	230	95
Aggregate in Chip Seal	Ton	2,720	1,920	800
Class "B" or Class "C" Asphalt Concrete	Ton	85	85	
Emulsified Asphalt Concrete Mixture	Ton	52,500	37,110	15,390
Emulsified Asphalt in Mixture	Ton	3,150	2,230	920
Aggregate in Sand Choke Seal	Ton	2,570	1,815	755
1/4"-No. 10 Aggregate in Chip Seal	Ton	3,200	2,260	940
Emulsified Asphalt in Chip Seal	Ton	470	330	140
Asphalt in Tack Coat	Ton	45	32	13
18-inch Culvert Pipe	Lin.Ft.	136	136	
30-inch Culvert Pipe	Lin.Ft.	4	4	
8-inch Drain Pipe	Lin.Ft.	136	136	
Gravel in Drains	Cu.Yd.	15	15	
Guard Rail, Type 2A	Lin.Ft.	9,925	7,225	2,700
Guard Rail Anchors, Type 1	Each	34	20	14
Rail End Pieces, Type C	Lin.Ft.	34	20	14
Extra for Asphalt Approaches	Each	93	53	40
Geotextile Fabric in Drains	Sq.Yd.	120	120	
Delineators, Type 1	Each	540	380	160
Delineators, Type 4	Each	40	28	12
Single Mailbox Supports	Each	1		1
Multiple Mailbox Supports	Each	3		3
Concrete Collars	Each	3		3

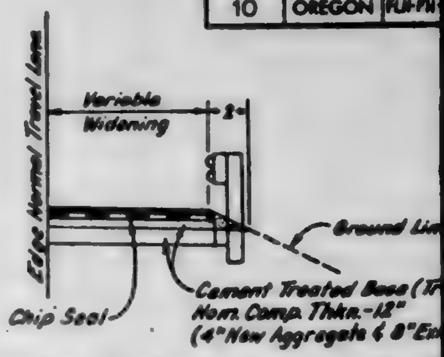
TABLE A

FLH	FH
MP 23.70 to MP 32.53	MP 32.53 to MP 32.77


Edge Of Paved Shoulder
Radius Variable
*
Var.
Edge Shldr.
4" **
2" Emulsified Asph. Wearing Course
Extg. Approach
Aggregate Base
Nom. Comp. Thkn.-6"

* 30 Ft. Minimum On Road Connections Or To R/W Line
** Road Connections

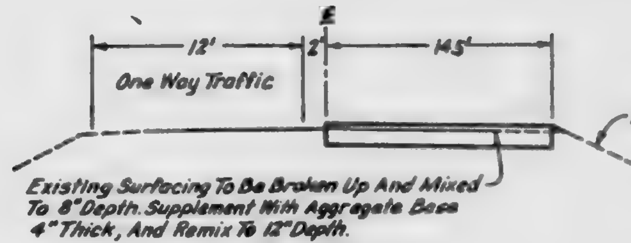
APPROACHES & CONNECTIONS


Edge Normal Travel Lane
Variable Widening
2'
Ground Line
Chip Seal
Cement Treated Base (Tr
Nom. Comp. Thkn.-12"
(4" New Aggregate & 8" Ex

(For Surfacing Details Not Shown, See Rdwy. Ty

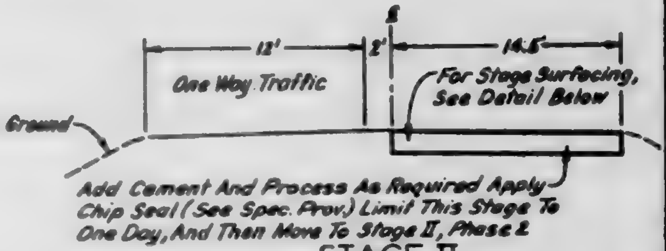
FLARES & TURNOUT

STAGE CONSTRUCTION

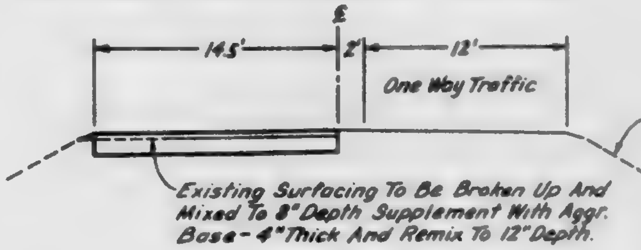

℄
12'
2'
14.5'
One Way Traffic
Extg. Ground
Existing Surfacing To Be Broken Up And Mixed To 8" Depth. Supplement With Aggregate Base 4" Thick, And Remix To 12" Depth.

STAGE I
PHASE 1

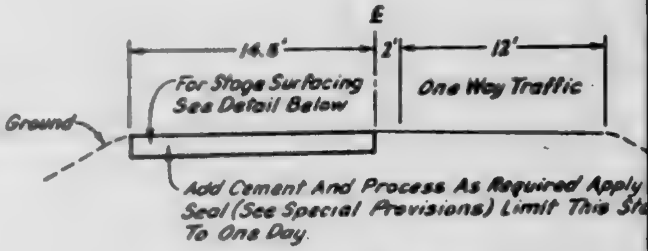
NOTE: Stage I Phases 1 & 2 To Be Done On The Same Day.


℄
12'
2'
14.5'
One Way Traffic
For Stage Surfacing, See Detail Below
Add Cement And Process As Required Apply Chip Seal (See Spec. Prov.) Limit This Stage To One Day, And Then Move To Stage II, Phase 2

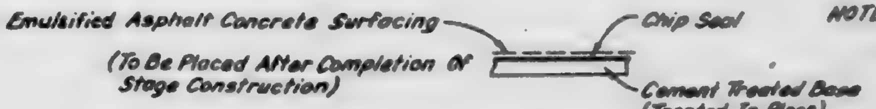
STAGE II
PHASE 1


℄
14.5'
2'
12'
One Way Traffic
Extg. Ground
Existing Surfacing To Be Broken Up And Mixed To 8" Depth Supplement With Aggr. Base - 4" Thick And Remix To 12" Depth.

STAGE I
PHASE 2


℄
14.5'
2'
12'
For Stage Surfacing See Detail Below
One Way Traffic
Add Cement And Process As Required Apply
Seal (See Special Provisions) Limit This St
To One Day.

STAGE II
PHASE 2


Emulsified Asphalt Concrete Surfacing
(To Be Placed After Completion Of Stage Construction)
Chip Seal
Cement Treated Base
(Treated In Place)

(For Surfacing Details Not Shown, See Roadway Typical Sect. Sheet 2)

STAGE SURFACING

NOTE, Both Stages:
Full Width Of Roadway Shall Be Re-Opened To
Way Traffic At The End Of Each Work Day.

——— Immedia
——— Existing
– – – – Existing G

17V-237

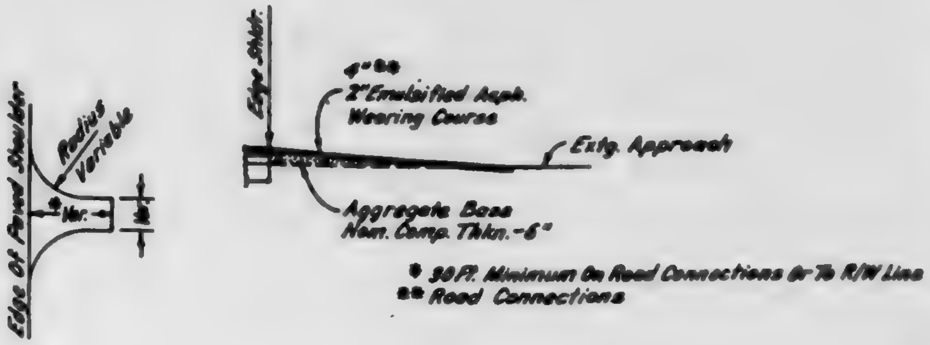
BLUE MOUNTAIN SUMMIT-ELGIN SECTION WESTON-ELGIN HIGHWAY UNION COUNTY				2C
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
10	OREGON	FLH-FH-9V(4)		[illegible]

S U M M A R Y

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	
			FLH	FH
			For MP To MP Limits See Table A Below	
Mobilization	All	All	71%	29%
Temporary Protection and Direction of Traffic	All	All	75%	25%
Temporary Signs	Sq.Ft.	827	580	247
Temporary Barricades	Each	11	8	3
Temporary Continuous Rail Traffic Barriers,				
Reflectorized	Lin.Ft.	425	425	
Temporary Plastic Safety Markers	Each	90	63	27
Temporary Delineators	Each	10	10	
Flaggers	Hour	2,000	1,400	600
Pilot Car	Hour	800	560	240
ROADWORK				
Clearing and Grubbing	All	All	70%	30%
Removal of Structures and Obstructions	All	All	70%	30%
Ditch Excavation	Cu.Yd.	10	10	
Embankment Foundation Excavation	Cu.Yd.	9,500	9,500	
Embankment in Place	Cu.Yd.	5,600	5,600	
Stone Embankment	Cu.Yd.	6,500	6,500	
Trench Excavation	Cu.Yd.	72	72	
Finishing Roadbed and Slopes	Mile	16.6	11.7	4.9
Watering	M-Gal.	500	350	150
Aggregate Base	Ton	6,000	4,240	1,760
Cement Treated Base	Sq.Yd.	300,000	212,100	87,900
Cement for Treated Base	Ton	9,750	6,890	2,860
Aggregate for Treated Base	Ton	87,000	61,500	25,500
Asphalt in Chip Seal	Ton	325	230	95
Aggregate in Chip Seal	Ton	2,720	1,920	800
Class "B" or Class "C" Asphalt Concrete	Ton	85	85	
Emulsified Asphalt Concrete Mixture	Ton	52,500	37,110	15,390
Emulsified Asphalt in Mixture	Ton	3,150	2,230	920
Aggregate in Sand Choke Seal	Ton	2,570	1,815	755
1/4"-No. 10 Aggregate in Chip Seal	Ton	3,200	2,260	940
Emulsified Asphalt in Chip Seal	Ton	470	330	140
Asphalt in Tack Coat	Ton	45	32	13
18-inch Culvert Pipe	Lin.Ft.	136	136	
30-inch Culvert Pipe	Lin.Ft.	4	4	
8-inch Drain Pipe	Lin.Ft.	136	136	
Gravel in Drains	Cu.Yd.	15	15	
Guard Rail, Type 2A	Lin.Ft.	9,925	7,225	2,700
Guard Rail Anchors, Type 1	Each	34	20	14
Rail End Pieces, Type C	Lin.Ft.	34	20	14
Extra for Asphalt Approaches	Each	93	53	40
Geotextile Fabric in Drains	Sq.Yd.	120	120	
Delineators, Type 1	Each	540	380	160
Delineators, Type 4	Each	40	28	12
Single Mailbox Supports	Each	1		1
Multiple Mailbox Supports	Each	3		3
Concrete Collars	Each	3		3

TABLE A

FLH	FH
MP 23.70 to MP 32.53	MP 32.53 to MP 32.77
[illegible]	[illegible]

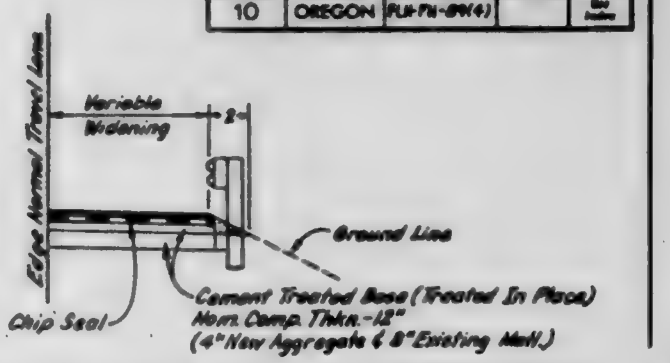


Edge Of Paved Shoulder
Radius Variable
Var.
Edge Shldr.
4"**
2" Emulsified Asph. Wearing Course
Extg. Approach
Aggregate Base Nom. Comp. Thkn.-6"

* 30 Ft. Minimum On Road Connections Or To R/W Line

** Road Connections

APPROACHES & CONNECTIONS

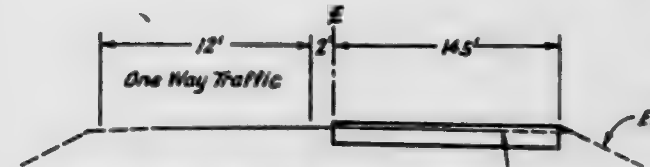


Edge Normal Travel Lane
Variable Widening
2'
Ground Line
Chip Seal
Cement Treated Base (Treated In Place) Nom. Comp. Thkn.-12" (4" New Aggregate & 8" Existing Matl.)

(For Surfacing Details Not Shown, See Rdwy. Typical Sect, Sht. 2)

FLARES & TURNOUTS

STAGE CONSTRUCTION

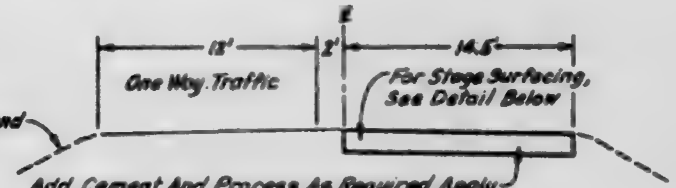


℄
12'
2'
14.5'
One Way Traffic
Extg. Ground

Existing Surfacing To Be Broken Up And Mixed To 8" Depth. Supplement With Aggregate Base 4" Thick, And Remix To 12" Depth.

STAGE I
PHASE 1

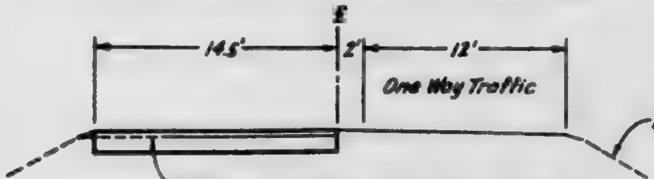
NOTE: Stage I Phases 1 & 2 To Be Done On The Same Day.



℄
12'
2'
14.5'
One Way Traffic
For Stage Surfacing, See Detail Below

Add Cement And Process As Required Apply Chip Seal (See Spec. Prov.) Limit This Stage To One Day, And Then Move To Stage II, Phase 2

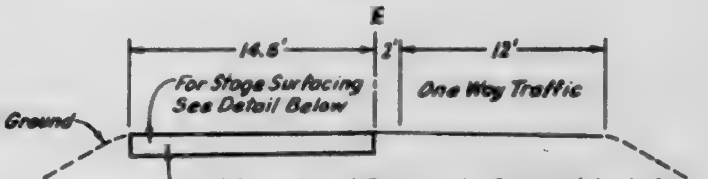
STAGE II
PHASE 1



℄
14.5'
2'
12'
One Way Traffic
Extg. Ground

Existing Surfacing To Be Broken Up And Mixed To 8" Depth Supplement With Aggr. Base - 4" Thick And Remix To 12" Depth.

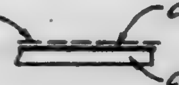
STAGE I
PHASE 2



℄
14.5'
2'
12'
For Stage Surfacing See Detail Below
One Way Traffic

Add Cement And Process As Required Apply Chip Seal (See Special Provisions) Limit This Stage To One Day.

STAGE II
PHASE 2



Emulsified Asphalt Concrete Surfacing
Chip Seal
Cement Treated Base (Treated In Place)

(To Be Placed After Completion Of Stage Construction)

(For Surfacing Details Not Shown, See Roadway Typical Sect. Sheet 2)

STAGE SURFACING

NOTE, Both Stages:
Full Width Of Roadway Shall Be Re-Opened To Two Way Traffic At The End Of Each Work Day.

——— Immediate Construction
——— Existing Pavement
– – – – Existing Ground Line

FLH-FH-89(4)
131-1020

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON

CONTRACT AND BOND
FOR
HIGHWAY CONSTRUCTION

COUNTY UNION
HIGHWAY WESTON-ELGIN
SECTION BLUE MOUNTAIN SUMMIT-ELGIN
KIND OF WORK GRADING & PAVING
CONTRACT NO. 9834
CONTRACTOR Morse Bros. Inc.
DATE OF AWARD JUN 1 1984
SPECIFIED COMPLETION: JULY 31, 1985
START

SPECIAL PROVISIONS

Blue Mountain Summit-Elgin Section
Grading and Paving

WORK TO BE DONE

The work to be done under this contract consists of the following work on the Blue Mountain Summit-Elgin Section of the Weston-Elgin Highway in Union County beginning approximately 15.8 miles northwest of Elgin:

1. Construction of roadbed widening, slide correction, cement treated base (treated in place), aggregate base and emulsified asphalt concrete pavement.

2. Installation of drainage, guard rail and delineators.

3. Performance of such additional and incidental work as is called for by the specifications and plans.

APPLICABLE STANDARD SPECIFICATIONS

The Standard Specifications which are applicable to the work on this project are the 1984 edition of the "Standard Specifications for Highway Construction".

All number reference in these special provisions shall be understood to refer to the Section or subsection of the Standard Specifications bearing like numbers.

CLASS OF PROJECT

This is a Federal-Aid Project.

SECTION 102 - BIDDING REQUIREMENTS AND CONDITIONS

102.07 Preparation of Proposal - Add the following to the end of the third paragraph of this subsection:

The bidder(s) shall provide Federal Tax Identification Number(s) in the appropriate space(s) on the signature page of the proposal form. An individual shall use the person's Social Security Number.

material. The Engineer will be the judge of the suitability of the salvaged stone embankment materials the Contractor proposes to reuse.

203.13 Stone Embankment Material - The stone embankment material not in the upper one foot of embankment or within one foot of culverts or other structures shall have a maximum size of three feet and a minimum size of six inches.

203.83 and 203.91 Measurement and Payment - The stone embankment material accepted whether new materials or salvaged materials from embankment foundation excavation will be measured and paid for at the contract unit price per cubic yard for the listed item "Stone Embankment".

SECTION 206 - TRENCH EXCAVATION FOR CONDUITS AND MINOR STRUCTURES

Trench excavation shall be performed in conformance with Section 206 of the Standard Specifications.

SECTION 222 - FINISHING ROADBED AND SLOPES

Finishing roadbed and slopes shall be performed in conformance with Section 222 of the Standard Specifications.

SECTION 233 - WATERING

Watering shall be performed in conformance with Section 233 of the Standard Specifications.

SECTION 304 - AGGREGATE SHOULDERS, SUBBASE AND BASE

Aggregate base shall be constructed in conformance with Section 304 of the Standard Specifications supplemented and/or modified as follows:

304.12 Base and Shoulders - The aggregate to be used in the aggregate base shall be either 1" - 0 or 3/4" - 0 as the Contractor may elect.

304.34 Compacting - The specified percent of relative maximum density as called for in this subsection of the Standard Specifications will not be required. The surface of each layer of aggregate base material shall be compacted by rollers having a minimum weight of 10 tons and conforming, in general, to subsection 403.36 or by other methods approved by the Engineer. The compactive effort shall continue until there is no appreciable reaction or yielding under the compactor.

SECTION 310 - CEMENT TREATED BASE (TREATED IN PLACE)

Cement treated base (treated in place) shall be constructed in conformance with Section 310 of the Standard Specifications supplemented and/or modified as follows:

310.35 Compaction and Finishing - Delete the first sentence of subsection 310.35 in the Standard Specifications and substitute the following:

Immediately after the mixing has been completed, the mixture shall be spread to specified line, grade and cross section and the entire depth of the mixture shall be compacted by rollers having a minimum weight of 10 tons. Rolling shall continue until there is no appreciable reaction or yielding under the roller.

SECTION 403 - ASPHALT CONCRETE PAVEMENT

Asphalt concrete pavement for the detour shall be constructed in conformance with Section 403 of the Standard Specifications supplemented and/or modified as follows:

403.11 Classes of Asphalt Concrete and Proportions of Materials - Delete subsection 403.11 of the Standard Specifications and substitute the following:

403.11 Classes of Asphalt Concrete and Proportions of Materials - The asphalt concrete mixture on this project shall be a

BLUE MOUNTAIN SUMMIT-ELGIN

SHEET NO 1

NO.	ITEM AND QUANTITY		UNIT	UNIT PRICE	AMOUNT
001	MOBILIZATION	1.000	LUMP SUM	276,000.0000	276,000.00
002	TEMPORARY PROTECTION AND DIR OF TRAFFIC	1.000	LUMP SUM	5,800.0000	5,800.00
003	TEMPORARY SIGNS	827.000	SQ FT	7.0000	5,789.00
004	TEMPORARY BARRICADES	11.000	EACH	40.0000	440.00
005	TEMPORARY CONT RAIL TRAF BARRIERS REFLEC	425.000	LIN FT	3.5000	1,487.50
006	TEMPORARY PLASTIC SAFETY MARKERS	90.000	EACH	12.0000	1,080.00
007	TEMPORARY DELINEATORS	10.000	EACH	7.0000	70.00
008	FLAGGERS	2,000.000	HOUR	11.0000	22,000.00
009	PILOT CAR	800.000	HOUR	20.0000	16,000.00
	ROADWORK				
010	CLEARING AND GRUBBING	1.000	LUMP SUM	40,000.0000	40,000.00
011	REMOVAL OF STRUCTURES & OBSTRUCTIONS	1.000	LUMP SUM	5,000.0000	5,000.00
012	DITCH EXCAVATION	10.000	CU YD	25.0000	250.00
013	EMBANKMENT FOUNDATION EXCAVATION	9,500.000	CU YD	7.5000	71,250.00
014	EMBANKMENT IN PLACE	5,600.000	CU YD	1.1000	6,160.00
015	STONE EMBANKMENT	6,500.000	CU YD	4.5000	29,250.00
016	TRENCH EXCAVATION	72.000	CU YD	15.2000	1,094.40
017	FINISHING ROADBED AND SLOPES	16.600	MILE	68.0000	1,128.80
018	WATERING	500.000	M-GAL	12.0000	6,000.00
019	AGGREGATE BASE	6,000.000	TON	7.0000	42,000.00
020	CEMENT TREATED BASE	300,000.000	SQ YD	1.0000	300,000.00
021	CEMENT FOR TREATED BASE	9,750.000	TON	80.3000	782,925.00
022	AGGREGATE FOR TREATED BASE	87,000.000	TON	4.6000	400,200.00
023	ASPHALT IN CHIP SEAL	325.000	TON	182.0000	59,150.00
024	AGGREGATE IN CHIP SEAL	2,720.000	TON	9.0000	24,480.00

BLUE MOUNTAIN SUMMIT-ELGIN SHEET NO 2

NO.	ITEM AND QUANTITY		UNIT	UNIT PRICE	AMOUNT
025	CLASS B OR CLASS C ASPHALT CONC	85.000	TON	50.0000	4,250.00
026	EMULSIFIED ASPHALT CONC MIXTURE	52,500.000	TON	7.7000	404,250.00
027	EMULSIFIED ASPHALT IN MIXTURE	3,150.000	TON	166.7000	525,105.00
028	AGGREGATE IN SAND CHOKE SEAL	2,570.000	TON	6.5000	16,705.00
029	1/4"-NO 10 AGGREGATE IN CHIP SEAL	3,200.000	TON	9.3000	29,760.00
030	EMULSIFIED ASPHALT IN CHIP SEAL	470.000	TON	162.0000	76,140.00
031	ASPHALT IN TACK COAT	45.000	TON	182.0000	8,190.00
032	18-INCH CULVERT PIPE	136.000	LIN FT	20.0000	2,720.00
033	30-INCH CULVERT PIPE	4.000	LIN FT	50.0000	200.00
034	8-INCH DRAIN PIPE	136.000	LIN FT	7.0000	952.00
035	GRAVEL IN DRAINS	15.000	CU YD	25.0000	375.00
036	GUARD RAIL TYPE 2A	9,925.000	LIN FT	8.9000	88,332.50
037	GUARD RAIL ANCHORS TYPE 1	34.000	EACH	270.0000	9,180.00
038	RAIL END PIECES TYPE C	34.000	LIN FT	85.0000	2,890.00
039	EXTRA FOR ASPHALT APPROACHES	93.000	EACH	125.0000	11,625.00
040	GEOTEXTILE FABRIC IN DRAINS	120.000	SQ YD	2.0000	240.00
041	DELINEATORS TYPE 1	540.000	EACH	19.5000	10,530.00
042	DELINEATORS TYPE 4	40.000	EACH	11.6000	464.00
043	SINGLE MAILBOX SUPPORTS	1.000	EACH	90.0000	90.00
044	MULTIPLE MAILBOX SUPPORTS	3.000	EACH	250.0000	750.00
045	CONCRETE COLLARS	3.000	EACH	40.0000	120.00
			TOTAL AMOUNT OF CONTRACT		3,290,423.20

Section 233 - Watering

Description

Subsection 233.01 Scope - This work shall consist of the furnishing and applying of water or combinations of water and emulsified asphalt (a) for the compaction and preparation of roadway excavations, roadway embankments, subgrades, roadbeds, backfills, subbases, bases and surfacings, (b) for the alleviation or prevention of dust nuisance when such nuisance originates within the highway right of way between the project limits and is not caused by the operations of the Contractor's plants or plant setups or by the Contractor's operations at his plants or plant setups, and (c) when watering is ordered by the Engineer to be performed in connection with work which, except for watering, is to be paid for as Extra Work.

233.02 Exclusions - Watering in connection with portland cement concrete construction, wetting foundations preparatory to placing concrete thereon, curing concrete, and watering which is specified as incidental to and included in the payment for particular items or parts of the work is excluded from this specification.

Materials

233.11 Water - Water used in the work shall be free of silts and other matter deleterious to the quality of the material to which it is applied or with which it is mixed. The Contractor shall make all necessary arrangements for obtaining water and shall pay all costs involved in its procurement. An adequate supply of water shall be maintained by the Contractor at all times.

233.12 Emulsified Asphalt - When called for by the special provisions or ordered by the Engineer, watering shall be done with a mixture of water and emulsified asphalt. In such case, the emulsified asphalt shall be of the kind called for in the special provisions or designated by the Engineer.

The emulsified asphalt mixture used in the treatment of the upper portion of the aggregate material on temporary and stage construction surfacing shall contain between 15 and 35% emulsified asphalt by volume as directed by the Engineer.

The emulsified asphalt shall conform to the requirements for CSS-1, CSS-1h, CMS-2, or CMS-2S emulsified asphalt. Specifications for these materials are available, on request, from the Engineer of Materials, Salem, Oregon.

Construction

233.31 General - Watering work shall at all times be subject to the control of the Engineer. It shall be done only when and where directed by the Engineer, the rates of application shall be as he directs, and the manner of application shall meet with his approval.

Watering shall be by tank trucks equipped with spray bars, by hose and nozzle, by wetting materials in stockpile or in excavation areas prior to excavating or by other means, any and all of which shall insure uniform and controlled application. The use of splash boards will not be permitted without prior approval of the Engineer.

Watering shall be performed at any hour of the day and on any day of the week that the Engineer may determine as necessary for proper performance or protection of the work and for adequate alleviation of dust nuisance. In general, sprinkling directly on the road shall be done at night or in the early morning hours when loss by evaporation is at a minimum.

When emulsified asphalt is combined with water in the watering work, it shall be mixed in the proportions and manner set forth herein or in the special provisions or as designated by the Engineer and shall be used in the work as directed by the Engineer.

Wastage of water or watering which is detrimental to other work shall be avoided and such operations shall cease until the Engineer determines what corrective measures shall be taken.

Measurement

233.81 Watering - The pay quantities of water will be determined by weight or volume measurement, or both, and will be in units of 1,000 gallons (M-gals.) each to the nearest 0.1 unit, exclusive of binders and additives mixed therewith. The pay quantities of water will be determined by measurement in tanks or tank trucks of predetermined capacities or by reliable meters provided by the Contractor, and will be only such quantities as are acceptably used in the work as above specified.

233.82 Emulsified Asphalt in Water - Quantities of emulsified asphalt combined with water for watering purposes will be determined separately from the water and will be measured by the gallon.

233.83 Quantity Variations - The right is reserved to the State to increase or decrease the amount of watering work and there is no guarantee that the actual pay quantity will approximate the estimated quantity shown in the plan summary or in the bid schedule. The provisions of subsection

109.04 concerning adjustments will not apply and no adjustment in the contract unit price will be allowed due to any increase or decrease in the quantity of watering.

Payment

233.91 Water - The pay quantities of water used in the watering, will be paid for at the contract unit price per 1,000 gallons (M-gals.) for the item "Watering", which price will constitute full compensation for furnishing and developing the water supply, the hauling and applying, and all labor, materials, tools, equipment and incidentals required or used in the performance of the watering work as specified; except for the furnishing and combining of compatible binder materials or additives which are mixed with the water for watering purposes.

233.92 Emulsified Asphalt in Water - The pay quantities of emulsified asphalt combined with water for watering purposes, will be paid for at the contract unit price per gallon for the item "Emulsified Asphalt in Watering", which unit price will constitute full compensation for the emulsified asphalt, for the combining of it with the water and for all extra costs involved in the use of the binder material or additive in the watering work.

233.93 Incidental Basis - When neither the special provisions nor the bid schedule indicate separate payment for the work under this Section 233, the work hereunder shall be performed as incidental work for which no separate payment will be made.

Section 251 - Structure Excavation and Backfill for Bridges

Description

Subsection 251.01 Scope - This work shall consist of excavating, backfilling and disposing of materials in connection with the construction of bridges, grade separation structures, retaining walls, rigid frame structures and other major structures. The work shall be done in conformance to these specifications and in reasonably close conformity to the lines, grades and cross sections shown on the plans or established by the Engineer.

Materials

251.11 General Backfill - Unless otherwise provided, general backfill shall be selected from the materials excavated. If special backfill is called for by the plans or ordered by the Engineer the Contractor shall furnish and place special backfill in footing excavations and adjacent to wing walls, abutments and retaining walls as hereinafter set forth.

251.12 Special Backfill for Footing Excavation - Special backfill for footing excavations shall be dense rock weighing not less than 150 pounds per cubic foot, resistant to action of air and water, reasonably well graded from a maximum size that can be incorporated in the work to a minimum size of 0.1 cubic foot (15 pounds), and with at least 50 percent of the material having a minimum size of 1 cubic foot. Sampling and testing for weight and for conformance to grading requirements may be done in the field; weight determination will be by practical means and size determination by visual inspection. This material will be referred to as "Special Footing Backfill".

251.13 Special Backfill Adjacent to Walls - Special wall backfill material shall be sand, gravel or rock, crushed or uncrushed, or combinations thereof meeting the following grading requirements:

Sieve Size Passing	Percentages (by weight)
3"	100
No. 50	0-100
No. 100	0-10
No. 200	0-6

Construction

251.31 Clearing, Grubbing and Removal Work - In the absence of contract pay items under Sections 201 and 202, the provisions set forth under "Construction" of Sections is used contrary to specifications or the direction of the Engineer. Packaged cement will be accepted at the net weight shown by the manufacturer, subject to periodic verification.

For all work involved in constructing the cement treated subgrade as specified, other than furnishing cement, measurement will be by the square yard, to the nearest square yard, of the finished surface of the treatment within the neat lines shown on the plans or established by the Engineer, completed as specified.

No separate measurement will be made for water.

Payment

309.91 Payment - The accepted quantities will be paid for at the contract price per unit of measurement for each of the pay items which follow:

Pay Item	Unit of Measurement
(a) Cement Treated Subgrade	Sq. Yd.
(b) Cement for Treated Subgrade	Ton

Pay item (a) above applies to the pay quantity of completed cement treated subgrade.

Pay item (b) above applies to the pay quantity of cement incorporated into the accepted work.

Payment at the contract prices per unit of measurement as above set forth shall be full compensation for furnishing and placing all materials, including water, and including all labor, equipment, tools and incidentals necessary to complete the work.

Section 310 - Cement Treated Base (Treated in Place)

Description

Subsection 310.01 Scope - This work shall consist of breaking up existing materials, furnishing and placing new aggregate required, cement treating the materials and constructing an asphalt chip seal. The cement treatment shall be done to the depth shown on the plans or as directed by the Engineer. The cement, new aggregate if required, existing material and water shall be mixed and compacted to form a stabilized course of material.

The treatment shall be made at the locations and in reasonably close conformity to the lines, grades, thicknesses and cross sections shown on the plans or established by the Engineer.

The work shall be scheduled in a manner such that at the end of each working shift there will be no longitudinal dropoffs within the roadway width.

The transverse dropoff of the treated base at the end of each working shift shall be feathered out as directed.

Where abrupt dropoffs occur at the edge of the roadway surface the Contractor shall provide suitable warning signs as required under Section 111.

Materials

310.11 Portland Cement and Water - Portland cement and water shall conform to the requirements of Section 701.

310.12 Aggregates - New aggregates, if required, shall conform to subsection 703.06 except that the maximum size shall be 2 inches and not less than 25% nor more than 50% of the material, by weight, shall pass the 1/4-inch sieve. Also the material shall meet the following test requirements:

Test	Test Method	Requirements
Degradation		
Passing No. 20 sieve	OSHD TM 208	35% Max.
Sediment Height	OSHD TM 208	3" Max.

310.13 Aggregate for Chip Seal - The aggregate to be used in the chip seal coat shall conform to the applicable requirements of subsection 703.12 for the designated size of 1/4" - No. 10.

310.14 Asphalt - The asphalt used in the chip seal shall be either RS-1, RS-2, CRS-1 or CRS-2 emulsified asphalt as designated. The emulsified asphalt shall conform to the applicable requirements of Section 702.

Construction

310.31 Weather Limitations - The cement treated base shall be constructed in accordance with the weather limitations as set for portland cement concrete pavement construction in subsection 450.31. Cement shall not be applied during windy conditions.

310.32 Preparation of Area - The existing materials shall be broken up to the full depth of the new treated base to a condition such that all material except stones will pass a 2-inch sieve. The surface shall then be brought to uniform grade and cross-section prior to adding cement, water and any required new aggregate.

The State makes no representation as to the type and size of material that may be encountered in the existing roadway. The Contractor shall satisfy himself as to the type and size of material that he will be cement treating.

310.33 Incorporation of Cement and Water - Cement shall be applied at a uniform rate established by the Engineer between 3% and 7% of the dry weight of the material to be treated. The equipment and method used shall ensure the uniformity of cement distribution within the full depth to be treated and any equipment or method which results in excessive loss or displacement of the cement shall be immediately discontinued. Cement which is lost or displaced by blowing, washing, or other causes before it is mixed with or incorporated in the aggregate materials shall be replaced by the Contractor at his own expense. Cement shall not be distributed by the use of blade graders. No equipment except that used for watering and for applying and mixing the cement shall be permitted to pass over spread cement until after it is mixed into the aggregate materials.

Water shall be added during mixing operations to provide an optimum moisture content of the mixture, and this moisture content shall be maintained until the mixing is completed.

310.34 Mixing - The initial mixing of the cement, water and aggregate materials shall be started within two hours after the application of the cement. Mixing shall continue until a homogeneous mixture is obtained.

310.35 Compaction and Finishing - Immediately after the mixing has been completed, the mixture shall be spread to specified line, grade and cross section and the entire depth of the mixture shall be compacted to a density of not less than 95% of maximum density as determined by the method of determination of maximum density set forth by the Materials Laboratory for cement treated base materials. This compaction shall be attained and the surface brought to finished condition within 2 hours after water is applied. During the compacting, the surface of the mixture shall be maintained at proper grade and cross section and shall be lightly watered to retain optimum moisture content.

Final finishing shall be accomplished by rolling accompanied by light watering and reshaping to provide a finished surface free of hairline cracking and free of ridges exceeding 0.04 foot in height.

310.36 Tolerance in Thickness - The thickness of completed cement treated base will be determined from measurements in holes drilled or dug in the finished work at random locations. Areas which are found deficient in thickness by more than 0.04 foot or excessive in thickness by more than 0.08 foot shall be broken up and reconstructed by the Contractor at his own expense.

310.37 Surface Tolerance - The finished surface of the cement treated base when tested with a 10-foot straightedge shall not vary from the testing edge by more than 0.04 foot at any point.

310.38 Curing and Protection - Immediately after the compaction and finishing of the cement treated base has been completed and during the same day while it is still moist the surface shall be covered with an asphalt chip seal. After the asphalt chip seal has been applied the cement treated base shall cure for a period of 2 hours and during this period no vehicle shall be permitted thereon, unless otherwise directed.

The seal shall be applied in accordance with the applicable portions of Section 406 at the rates of 0.26 gallons per square yard for emulsified asphalt and 0.006 cubic yard (truck measure) per square yard for 1/4" - No. 10 aggregate or as otherwise directed by the Engineer.

Measurement

310.81 Measurement - The quantity of cement to be paid for will be the number of tons, dry weight to the nearest 0.01 ton, of cement incorporated in the work at the rate and in the quantity specified. The pay quantity of cement will not include any which is lost, displaced, used in reworking, used in restoration work or which is used contrary to specifications or the direction of the Engineer. Packaged cement will be accepted at the net weight shown by the manufacturer, subject to periodic verification.

The quantity of new aggregate material to be paid for will be the number of tons of aggregate material furnished and accepted in the completed course as specified. Measurement will be by the ton as set forth in Section 109.

The quantity of aggregate in chip seal will be measured by the cubic yard in the hauling vehicles or by the ton as set forth in Section 109.

The quantity of asphalt in chip seal will be measured by the ton as set forth in Section 109.

For all work involved in constructing the cement treated base as specified, other than furnishing portland cement, new base aggregates and for the chip seal, measurement will be on the the finished surface of the treatment within the neat lines shown on the plans or established by the Engineer, completed as specified, and will be computed to the nearest square yard.

No separate measurement will be made for water.

Payment

310.91 Payment - The accepted quantities will be paid for at the contract price per unit of measurement, for each of the pay items which follow:

Pay Item	Unit of Measurement
(a) Cement Treated Base	Sq.Yd.
(b) Cement for Treated Base	Ton
(c) Aggregate for Treated Base	Ton
(d) Asphalt in Chip Seal	Ton
(e) Aggregate in Chip Seal	Cu.Yds. or Ton

Item (a) above applies to the pay quantity of completed and accepted cement treated base.

Item (b) above applies to the pay quantity of cement incorporated into the accepted work.

Item (c) above applies to the pay quantity of new aggregate material incorporated into accepted cement treated base.

Item (d) above applies to the pay quanity of asphalt incorporated into the accepted chip seal.

Item (e) above applies to the pay quantity of aggregates incorporated into the accepted chip seal.

Payment at the contract prices per unit of measurement as set forth above will be full compensation for breaking up existing materials, furnishing and placing all other materials, including water, and including all labor, equipment, tools and incidentals necessary to complete the work as specified.

Section 350 - Stockpiled Aggregates

Description

Subsection 350.01 Scope - This work shall consist of the furnishing of crushed rock, crushed gravel or other aggregate in stockpiles at the places and in the manner herein specified. The term "material" or "materials" as used in this specification refers to crushed rock, crushed gravel or other aggregate which is to be furnished hereunder.

The materials accepted under this specification will be considered as being "incorporated in" or "an integral part" of the work under the contract.

Materials

350.11 General - The materials to be furnished in stockpiles shall be of the designated sizes and quality stated in the special provisions. Sampling and testing of materials for determination of compliance with specified requirements may be at the plant or at the stockpile, or both, as the Engineer may elect.

350.12 Sources of Materials - The materials to be furnished in stockpiles shall be obtained from outside sources as set forth in subsection 106.03.

Construction

350.31 Places of Delivery - The specified materials shall be placed in stockpiles at stockpile sites provided by the State at specific locations set forth in the special provisions, indicated on the plans, or as otherwise designated and as hereinafter set forth. The quantities of each designated size of material to be furnished in stockpiles at each stockpile site shall be as set forth in the special provisions or as directed.

350.32 Preparation of Stockpile Sites - The sites for the stockpiles are to be cleared, leveled and otherwise prepared either by the Contractor or by State forces, as the Engineer may decide. If performed by the Contractor, the work shall be done in accordance with the instructions of the Engineer and, will be classed as Extra Work as set forth in subsection 104.04.

350.33 Piling of Materials - Each separate designated size of material to be stockpiled at a given site shall be placed in a separate stockpile. Each stockpile shall be so located on the site as to occupy as small an area as is practicable and to be so separated from other piles that working room for taking materials therefrom will be adequate. Only when directed shall the height of the piles

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an
Oregon corporation,

Plaintiff,

v.

THE STATE OF OREGON, through
the Oregon Department of
Transportation, Highway
Division,

Defendant.

No. 85-1194

REQUEST FOR PRODUCTION

TO: Morse Bros., Inc., through its attorneys, Harrang, Swanson, Long & Watkinson, P.C.

Pursuant to ORCP Rule 43, defendant State of Oregon requests that you produce the documents called for below for inspection and copying at the offices of the Department of Justice, Trial Division, Room 450, Justice Building, Salem, Oregon 97310, not later than 10:00 a.m. on Friday, July 12, 1985, or at such other time and place as the attorneys for the parties shall agree.

As used in this request, the terms "plaintiff" or "Morse Bros." shall be taken to mean Morse Bros., Inc., an Oregon Corporation, its agents, directors, officers, employes, subcontractors and attorneys.

The term "document" shall be taken to mean any means for the preservation, storage or transfer of information including but not limited to materials that are written, printed, typed, recorded, photographed, or stored electronically, chemically, mechanically, or by any means whatsoever.

In the event plaintiff asserts a claim of privilege as to any document, thing, communication, or class of documents which is otherwise responsive to a request below. Plaintiff shall identify the document or class of documents or things and provide a description sufficient to support a request for in camera production together with a brief description of the reason that plaintiff believes the material to be privileged.

REQUESTS

Plaintiff is requested to produce for inspection and copying the following:

1. Produce all bid preparation materials and documents, including but not limited to worksheets, estimates, spread sheets, sketches, schedules, programs, diagrams, notes, tapes, charts, phone messages, contracts, proposed contracts, subcontracts, proposed subcontracts, orders, price lists, or any other thing, data or device employed by plaintiff in the preparation of its bid on Contract No. 9834.

2. Produce all documents, correspondence or communication including but not limited to records, notes, or memorada thereof, passing between plaintiff and any person or entity (internal or external) concerning the furnishing of water aggregates, cement treated base (CTB), or other materials or substances for incorporation into the work under Contract No. 9834.

3. Produce all delivery tickets, scaling logs, weigh tickets, pump logs or other documents showing the source of water used on Contract No. 9834, the method of its

transportation and disbursement, together with such similar records showing the quantities of water, the "shrinkage" of quantities between source and distribution, the distances hauled, the identity of transport equipment and the use to which the water was put.

4. Produce all documents, correspondence, records, memoranda, notes, and data concerning the plaintiff's alleged demands for payment and defendant's alleged denials, including but not limited to correspondence with any bank, surety or insurer, or any financial institution.

5. Produce any documents, data or things relating to the use of water by any subcontractor which water is the subject of paragraph 4 of plaintiff's Complaint herein.

6. Produce copies of all subcontracts and correspondence with subcontractors concerning the use of water which is the subject of paragraph 4 of plaintiff's Complaint herein.

7. Produce copies of all contracts, invoices, vouchers, checks and payment records concerning water which is the subject of paragraph 4 of plaintiff's Complaint.

8. Produce any and all documents and things which plaintiff intends to introduce as evidence at trial.

This request for production is a continuing request. Should matter answering any request herein subsequently come into plaintiff's hands after the date set for answering this request, plaintiff shall forthwith notify defendant of the existence of

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the material and immediately offer its production.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 13th day of June, 1985, I served a true copy of the within Request for Production which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

John B. Arnold
Attorney at Law
Harrang, Swanson, Long & Watkinson
400 South Park Building
101 East Broadway
Eugene, Oregon 97401

/s/ WILLIAM F. CLORAN
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

☐ Tax Court
☐ Supreme Court
☑ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Morse Bros., Inc.
v. State
Case No. 85-1194
Our File No.
Request for Production
(Title of Document)

☐ Signed , 19
☐ Filed 6-14-85 , 19
By Judge

(Clerk's Sig.)

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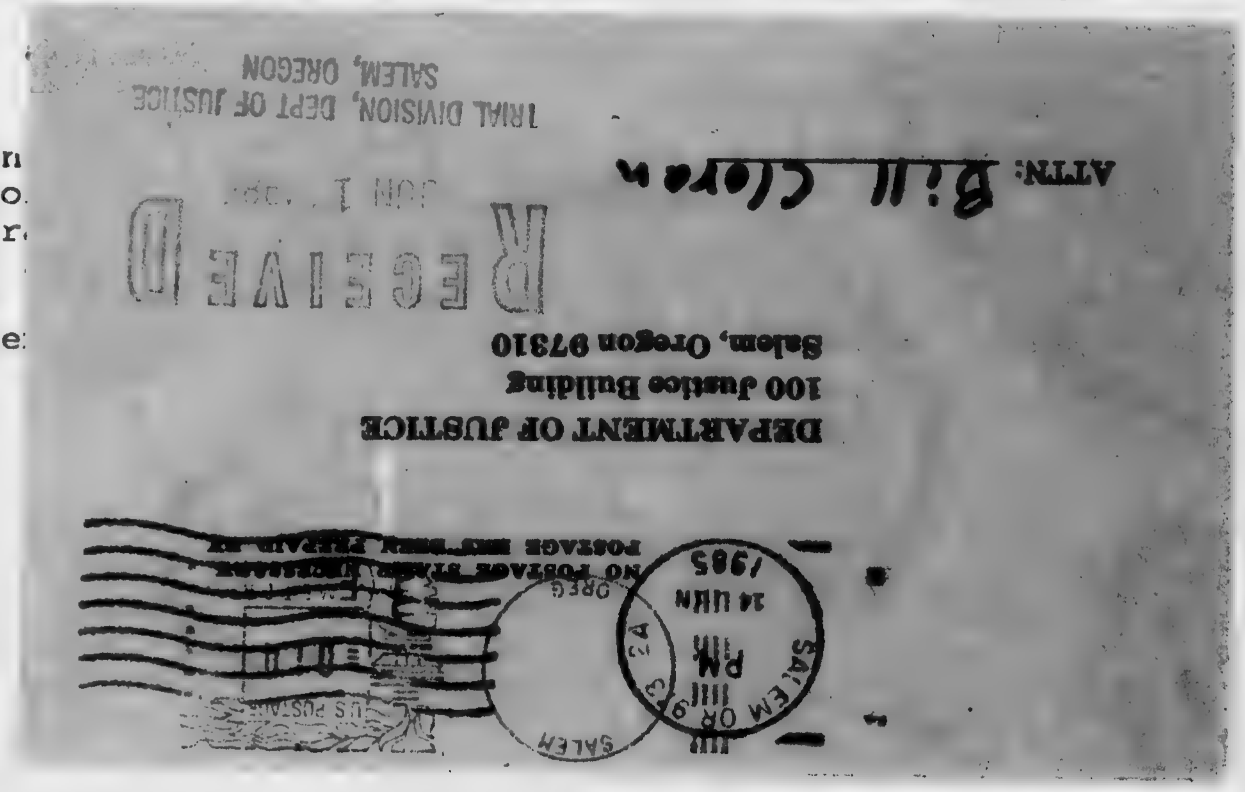

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DEPARTMENT OF JUSTICE
100 Justice Building
Salem, Oregon 97310

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TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

ATTN: Bill Cloran

jep

7534

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an Oregon corporation,

Plaintiff,

v.

THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division,

Defendant.

No. 85-1194

ANSWER

Comes now defendant State of Oregon and makes answer to plaintiff's Complaint in the captioned matter as follows.

ANSWER

I.

Defendant admits the allegations contained in paragraphs 1, 2 and 3 of plaintiff's Complaint.

II.

Defendant denies the allegations and each of them made in paragraphs 4 and 5 of plaintiff's Complaint.

FIRST AFFIRMATIVE DEFENSE--ACCORD AND SATISFACTION

III.

Defendant incorporates by reference all matters admitted by paragraph I of this Answer.

IV.

Defendant has paid the plaintiff all sums due for work performed pursuant to the contract in compliance with its terms and an extinguishment of any and all prior obligations.

Wherefore, defendant prays that plaintiff take nothing, that its suit be dismissed, and that defendant be awarded its costs and disbursements herein.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 13th day of June, 1985, I served a true copy of the within Answer which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

John B. Arnold
Attorney at Law
Harrang, Swanson, Long & Watkinson
400 South Park Building
101 East Broadway
Eugene, Oregon 97401

/s/ WILLIAM F. CLORAN
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

☐ Tax Court
☐ Supreme Court
☒ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Morse Bros.
v. State
Case No. 85-1194
Our File No.
Answer
(Title of Document)

☐ Signed ________, 19__
☐ Filed 6-14-85, 19__
By Judge ________

(Clerk's Sig.)

9834

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC., an Oregon corporation,

Plaintiff,

v.

THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division,

Defendant.

No. 85-1194

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2. Produce all documents, correspondence or communication including but not limited to records, notes, or memorada thereof, passing between plaintiff and any person or entity (internal or external) concerning the furnishing of water aggregates, cement treated base (CTB), or other materials or substances for incorporation into the work under Contract No. 9834.

3. Produce all delivery tickets, scaling logs, weigh tickets, pump logs or other documents showing the source of water used on Contract No. 9834, the method of its

transportation and disbursement, together with such similar records showing the quantities of water, the "shrinkage" of quantities between source and distribution, the distances hauled, the identity of transport equipment and the use to which the water was put.

4. Produce all documents, correspondence, records, memoranda, notes, and data concerning the plaintiff's alleged demands for payment and defendant's alleged denials, including but not limited to correspondence with any bank, surety or insurer, or any financial institution.

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the material and immediately offer its production.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 13th day of June, 1985, I served a true copy of the within Request for Production which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

John B. Arnold
Attorney at Law
Harrang, Swanson, Long & Watkinson
400 South Park Building
101 East Broadway
Eugene, Oregon 97401

/s/ WILLIAM F. CLORAN
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

☐ Tax Court
☐ Supreme Court
☑ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Morse Bros., Inc.
v. State
Case No. 85-1194
Our File No.
Request for Production
(Title of Document)

☐ Signed ________, 19__
☐ Filed 6-14-85, 19__
By Judge ________

____
(Clerk's Sig.)

[illegible]-137

7754

SUIT ANALYSIS AND DEFENSE REPORT

File # ______

Suit Styled MORSE BROS., INC. v. STATE OF OREGON

Court Circuit #85-1194 County Marion

Tort Allegations none

Other Allegations (Non-Tort) breach of contract

Suit Demand - Specials $ 0 General $ 15,254.00

Attorney Fees $ 0 Other Relief $ 0

Demand $ 15,254. Settlement Offered $ 0 Proposed $ ______

Joint Tortfeasors none (Name(s)) Percent of Negligence N/A

Estimated Negligence of State Defendants N/A % Probable Judgment If Case Lost $ 15,254 + int

Estimated Probable Chance of Winning unk % Estimate of Plaintiff's Comparative Negligence N/A %

DEFENSE STRATEGY AND ESTIMATE OF LEGAL COSTS

Outline Law and Motion, and Discovery Program

answer by 1 July 85

Should Team Approach Be Considered? Yes ______ No X

LEGAL COST ESTIMATE

	Estimated Hours				
	Research	Law & Motion Discovery	Trial	Rate	Cost
Attorney	30	15	40		
Investigator	0	0	0		
Law Clerk	15	10	0		
Other					
TOTAL					

SHOULD THIS CASE BE BROUGHT TO TRIAL OR SETTLED BASED ON FACTS DEVELOPED TO DATE? Settle ✓ Trial ______

Remarks: size and allegations indicate a minor dispute.

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

SUIT ANALYSIS AND DEFENSE REPORT

File # ______________

Suit Styled MORSE BROS., INC. v. STATE OF OREGON

Court Circuit #85-1194 County Marion

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Estimated Negligence of State Defendants NA % Probable Judgment If Case Lost $ 15,254 + int

Estimated Probable Chance of Winning unk % Estimate of Plaintiff's Comparative Negligence N/A %

DEFENSE STRATEGY AND ESTIMATE OF LEGAL COSTS

Outline Law and Motion, and Discovery Program

answer by 1 July 85

Should Team Approach Be Considered? Yes ______ No X

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	Estimated Hours				
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Law Clerk	15	10	0		
Other					
TOTAL					

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Remarks: size and allegations indicate a minor dispute.

Attorney Clora Date 6-10-85

Chief Trial Counsel Date 6/11/85

DF

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Court Circuit #85-1194 County Marion

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DEFENSE STRATEGY AND ESTIMATE OF LEGAL COSTS

Outline Law and Motion, and Discovery Program

answer by 1 July 85

Should Team Approach Be Considered? Yes ____ No X

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	Estimated Hours				
	Research	Law & Motion Discovery	Trial	Rate	Cost
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Law Clerk	15	10	0		
Other					
TOTAL					

SHOULD THIS CASE BE BROUGHT TO TRIAL OR SETTLED BASED ON FACTS DEVELOPED TO DATE? Settle ✓ Trial ____

Remarks: size and allegations indicate a minor dispute.

Attorney Date 6-10-85

Chief Trial Counsel Date 6/11/85

cc to DF BG John file

10-5-84/jep/#1

OMI

Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

1984 Blue Mountain Summit- 9834
Elgin Sec. Weston-Elgin Hwy.
(Grading and paving) #1

Clara

9:40a.m. 6/6/85

CERTIFIED TRUE COPY
HARRANG, SWANSON, LONG & WATKINSON
BY

In the CIRCUIT Court of the State of Oregon

for the County of Marion

MORSE BROS., INC., an Oregon corporation,

vs.

THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division,

No. 85-1194

SUMMONS

To David B. Frohnmayer
Attorney General
Department of Justice
100 Justice Building
Salem, OR 97310

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within 30 days from the date of service of this summons upon you, and if you fail so to answer, for want thereof, the plaintiff . . . will apply to the court for the relief demanded therein.

NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY! You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer". The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service on the plaintiff.

If you have questions, you should see an attorney immediately.

HARRANG, SWANSON, LONG & WATKINSON
ATTORNEYS AND COUNSELORS AT LAW
400 SOUTH PARK BLDG.
101 EAST BROADWAY
EUGENE, OREGON 97401
TELEPHONE (503) 485-0220

cc to Hwy 6/7/85

JOHN B. ARNOLD

By: ____________________
John B. Arnold, OSB #73018
Of Attorneys for Plaintiff

SUMMONS
(For service within U.S.)

TO THE SHERIFF, OFFICER OR OTHER PERSON SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within summons, together with a copy of the complaint, upon the defendant _, ______________________________

____

and a copy of the within summons only upon the other defendant _, ______________________________

____

____
Attorney for Plaintiff

STATE OF OREGON,)
) ss.
County of ______________.)

I, ______________________________ (name and title) of ______________________ County, Oregon, certify that the within Summons was delivered to me for service on the __________ day of ____________, 19___;

That I served said Summons within said county and state on the ____ day of __________, 19___, on the within named Defendant , ______________________________

____

by personally delivering a copy thereof to said Defendant , together with a copy of the Complaint in said cause, to which reference is made in the Summons, to ______________________________

______________________________,

personally and in person; and that each copy of said Summons and of said Complaint so served was duly certified to be a true copy of the original thereof by one of the attorneys for the Plaintiff named in said Complaint.

Careful search has been made within said county for Defendant _, ______________________________ named in the Summons, inquiry has been made as to his whereabouts, and said Defendant cannot be found in said county.

____
Title

By: ______________________________
Deputy

CLERK'S NO. ______
SHERIFF'S NO. ______
BOOK NO. ______
PAGE ______

IN THE ______ COURT
of the State of Oregon
For ______ County

____

vs.

____

SUMMONS

Filed ______, 19___

______________ (State Title)

By ______________ Deputy

HARRANG, SWANSON, LONG & WATKINSON
ATTORNEYS AND COUNSELORS AT LAW
400 SOUTH PARK BLDG.
101 EAST BROADWAY
EUGENE, OREGON 97401
TELEPHONE (503) 485-0220

Attorneys for ______

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR MARION COUNTY

MORSE BROS., INC., an Oregon corporation,

Plaintiff,

vs.

THE STATE OF OREGON, through the Oregon Department of Transportation, Highway Division,

Defendant.

Case No. 85-1194

COMPLAINT

(Breach of Contract)

For its claim for relief, Plaintiff alleges:

ok 1. At all times mentioned, Plaintiff Morse Bros., Inc. was and is an Oregon corporation engaged in the construction business, including the construction of roads.

ok 2. On or about June 1, 1984, Plaintiff and Defendant entered into Oregon Department of Transportation, Highway Division, Contract 9834, denominated as the Blue Mountain Summit - Elgin Basin Paving Project.

ok 3. Plaintiff has fully performed all terms and conditions of the Contract on its part to be performed.

doesn't say water furnished or for what reason

denied

4. On or about November 16, 1984, and again on December 28, 1984, Plaintiff demanded payment at the agreed contract price of $12.00 per gallon for 1,271.2 M-Gals. of water. On November 20, 1984, and on January 28, 1985, respectively, Plaintiff's demands for payment were denied.

denied

5. There is now due and owing from Defendant to Plaintiff

under the Contract the sum of $15,254.40, plus interest at 1-1/2% per month from December 16, 1984, until paid.

WHEREFORE, Plaintiff requests that it have and recover judgment against Defendant for the sum of $15,254.40, plus interest at 1-1/2% per month from December 16, 1984, until paid, together with its costs and disbursements incurred in this matter.

Dated this 6 day of May, 1985.

HARRANG, SWANSON, LONG & WATKINSON, P.C.

By: ____________________________
John B. Arnold, OSB #73018
Charles R. Schrader, OSB #77339
Of Attorneys for Plaintiff

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION No. 47 FINAL Blue Mountain Summit - Elgin	WEEK ENDING Apr. 27, 1985	SECTION PREFIX 131-1020
HIGHWAY Weston -Elgin	COUNTY Union	
NAME OF JOB Blue Mtn. Summit -Elgin	KIND OF WORK Grading & Paving	
CONTRACTOR Morse Bros. Inc.	CONTRACT NUMBER 9834	FEDERAL AID PROJECT NUMBER FLH-FH-89(4)
DATE OF CONTRACT June 1. 1984	DATE WORK STARTED June 7, 1984	ESTIMATED COMPLETION DATE July 31, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 3,748,526	SPECIFIED COMPLETION DATE July 31, 1985	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 3,481,964	ENGINEERING AUTHORIZATION $ 266,562 This Week 0	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 3,609,589	ENGINEERING COST TO DATE $ 194,787	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED PERCENT: OVERRUN UNDERRUN 3.4 %	PERCENT OF AUTHORIZATION 73 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		16.6			16.6
MILES PARTIALLY COMPLETED		16.6			16.6
MILES COMPLETED		16.6			16.6
TOTAL ESTIMATED QUANTITIES (CONTRACT)		96,750tn			52,500tn
TOTAL QUANTITIES CORRECTED TO DATE		96,750tn			52,500tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		96,750tn			52,500tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21		0		Contract on completion date
MONDAY 22		0		3rd Notification Sent in April 1, 1985
TUESDAY 23		0		RECEIVED
WEDNESDAY 24		0		
THURSDAY 25		0		CONSTRUCTION
FRIDAY 26		0		SECTION FILE
SATURDAY 27		0		

CONTR. NO: 9834 DATE: April 26, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

21 **SUNDAY**	No activity.
22 **MONDAY**	No activity
23 **TUESDAY**	No activity
24 **WEDNESDAY**	No activity
25 **THURSDAY**	No activity
26 **FRIDAY**	No activity
27 **SATURDAY**	No activity

REMARKS

STATUS: No activity on the project this week.

VISITORS:

NEXT WEEK: No activity planned.

SIGNED

T. A. Penner, Proj. Mgr.

LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

CON 5

TO: H. H. Patterson
Construction Office Engineer

DATE: April 11, 1985

FROM: Bruce M Walton
B. M. Walton
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

[illegible]

Contract 9834, Work Completed September 30, 1984

Project Blue Mtn. Summit-Elgin

Highway Weston-Elgin

County Union

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date ____________________

Construction Office Manager

BMW:mk
Info. Copies To:
~~cc~~: J. B. Boyd
Dave Canfield
Don Harwell
Jack Sullivan
George Strawn
Don Wackerbarth
Bob Oakes
Fran Neavall
R. D. Hector

CPC/FM1

RECEIVED
APR 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-128-1387

Contains Recycled Materials

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FLH-FH-F-89(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30175

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/15/84

8. FEDERAL ROUTE NUMBER FHP 37 & Primary 89

9. STATE ROUTE NUMBER Secondary 330

10. GENERAL LOCATION:

Blue Mt. Summit - Elgin Section

11. GENERAL DESCRIPTION OF WORK

Revised force order costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Fredrickson's letter of 3/4/85 and contingent upon modification of Project Agreement the revised costs for SFO #1 are approved for a TEC of $9,592. (Increase TEC $7,063.)

RECEIVED
STATE HWY ENGR
MAR 15 '85
REFER TO P.O.T.
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to
3/18

14. DATE 3/13/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#1521

ROUTING SLIP

Date 2/12/85

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Aeronautics Div.
Bridge
Commission Services
Communications (Radio)
Construction
Employee Development
Environmental
Equipment Shop & Storeroom
Finance (DOT)
FHWA
General Files
Information Center
Information Systems Br.
Labor Relations

Landscape
Legal
Library
Location
Mailroom
Maintenance
Materials
Motor Vehicles Div.
Parks & Recreation Div.
Permits & Weighmasters
Personnel Operations
Personnel Services Br.
Photocopy
Planning (Highway)
Policy & Planning (DOT)
Program Section
Public Affairs
Public Transit Div.
Records Management

Right of Way
[✓ Road Design]
Safety & Health
Service Center
Sign Shop
State Highway Engineer
Technical Services
Traffic Signal Unit
Traffic
Travel Information
Utilities

Metro Region

Region No. ____________

District No. ____________

Project Mgr. ____________

Attention Duane Christensen

From JOHN T. SCOFIELD

NOTED
D. Christensen

Comments: Surfacing Design Crew will dig holes soon to determine depth of frost penetration.

731-0022 (Rev. 4-83)

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: Ron Noble
~~Surfacing~~ Design Engineer

DATE: January 31, 1985

FROM: Bob Pool
Location Engineer

SUBJECT: Blue Mt. Summit to Elgin

Bob Hector called today and told me that they are experiencing problems with the recently constructed section from Blue Mt. Summit to Elgin. It is a 17 mile section with 12 inches of in place CTB and a cold mix wearing surface. They now have frost heaves which is embarrassing because that's the problem the new job was suppose to fix.

The Langdon Lake-Blue Mt. Summit Section is under contract (little work done) with the same base design. Please review this and consider a revison that would correct the frost heave problem.

RCP:rw

cc: Duane Christensen
R. D. Hector
John Scofield

1 RDE Don
RECEIVED
2nd
Feb 13
FEB 1 1985
ROAD DESIGN SECTION
FDE
LE
SE
FPC
PDE
LFE
GTE
BPC
FDS
CAD
Copy All
Return To
B/U / /

2-5-85

2 Scofield —
Please discuss.
Don

NOTED
D. O. Christensen

81-125-1397

9234

P.6

16) TRENCH EXCAVATION : 72 CY

15 RUNS .7 HR ea

510 BH 55−
10cy TRK $\$44^{35}$
$\$99^{35}$/HR

EFFICIENCY 22-208

2Z

11 HRS × $\$99^{35}$ = $\$1092^{85}$ $\$15^{17}$ → $\$15^{20}$

17) FINISH RDS : 16.6 M.

Detour Area 4
SLIDE 4
SNOW/TURN 8
16 MILES × 70− = $1120−

16

67^{50}

18) WATERING : 500 MGAL

3500GAL TRK $30−
DRIVER 25^{65}
$\$55^{65}$

50

RT: LD 10
TO 12
DIST 10
BACK 12
42min = .7HR

.7 × 55^{65} ÷ 3.5 = 11^{13}

$\$11^{15}$/MGAL

EXHIBIT E

16.51 miles

	1	2	3	87,990 LF	P. 7

19) Agg BASE : (OVERRUNS) 6,000 TN

SHLDRS .75F/LF = 175,000 LF = 8200 TNS
Detour 430LF = @ 24'x12" = 700 TNS
Haul RD. 65LF x 23' x12" = 100 TNS
9,000 TNS

SOURCE: DMcD. MAT: CR $\$3^{90}$ LD
LDR only LD $\$35^{00}$ @ 50T/HR = ~~$\$0^{26}$~~ } 3^{90}

175 TRKS: TRACTORS 17^{35} BELLY'S(1) 3^{15} DRIVER 25^{65} } $\$46^{15}$

RT: TO 13.2 Dump 3 Back 13.2 LD 5 HAUL: .64 HRS x $\$46^{15}$ ÷ 22T = $\$1^{34}$ $\$1^{34}$

34.4 @ .92 = 38.2 min (.64 HRS)

HRS OPTR + EQ = TOTAL
PLACE: 175 BLADE 27^{35} + 32^{00} = 59^{35}
(1½) 175 Roller 27^{35} + 27^{00} = 54^{35}
175 Dump 24^{00} + 0 = 24^{00}
(½) 175 Broom 25^{65} + 25^{-} = 50^{65}
FRM (Super) —
$\$188^{35}$/HR

PROD
9200 TNS SHLDRS 50T/HR = 164
175 Detour 150T/HR = 5
HaulRD 50T/HR = 2
171 HRS

(47T/HR AVE) 175 x $\$188^{35}$ = $\$32,961^{25}$ ÷ 9,000 TN → = 3^{66} 1^{80}

$\$8^{90}$

L = 16.57mi = 87,489 LF

		1	2	3	4	P. 8
	20) CEMENT TREATED BASE:			300,000	S.Y.	
	D_{TREAT} = 12" W = 29'					
		HRS	OPTR + EQ =	TOTAL/HR	\$ TOTAL	
	1) PULVERIZE:					
	- Break up of Blanket Roll	450 BROS	27^{35} + 65^{00} =	\$ 92^{35} =	\$ $41,557^{50}$	
(8LF/MIN)	32% @ 400 sy/hr = 240 HRS	225 Roller	27^{35} + 25^{00} =	52^{35} =	\$ $11,778^{75}$	
(20LF/MIN)	68% @ 1000 sy/hr = 204 HRS			ST	$53,336^{00}$	0^{18}
	444					
	2) PROCESS:	200 BROS	27^{35} + 65^{00} =	92^{35} =	18,470 -	
	30 LF/MIN = 1500 sy/hr (1½)	300 BLADE	27^{35} + 32^{00} =	59^{35} =	17,805 -	
1.84	= 200 HRS (1½)	300 Roller	27^{35} + 25^{00} =	52^{35} =	15,705 -	
	(1½ LDS/HR)	200 SPREDER	25^{65} + 20^{00} =	45^{65} =	9,130 -	
		220 LEAD	30^{00} + 0 =	30^{00} =	6,600 -	
				ST	$67,710^{00}$	0^{23}
					w/ [illegible]	
	3) WATER:					
	(WATER CREW STOCKPILE) (1)	W.T.	25^{65} + 23 - =	\$ 48^{65}/HR		
420	100% During Process	200				
	50% in Pulverize	220				
		420 HRS ×		48^{65} =	\$ $20,433^{00}$	0^{07}
	4) TEETH:					
	4½" - 68% @ 40 sy/tooth =	2500 5,100				
	7" - 32% @ 20 sy/tooth =	4,800				
		9,900 EA	7400	[illegible] x		
160	Process 150 sy/tooth	2,000	1200	27,500		
	TEETH	11,900 EA @ 3^{20}		= 38,080 -		
	@ 20% Sockets	2400 EA @ 3^{60}		= 8640 -	51,096 -	0^{17}
	LABOR 650 HRS ÷ 4 =	160 HRS	× 27^{35}	= 4376 -		
					000041	0^{65}

EFFICIENCY LINE® 22-208

P. 9

22) Agg for TREATED BASE : 82,000 TNS

FINISH TO HUBS 4" Deep S/b ± 65,000 → UNDERRUN

SOURCE: D mc D MAT: CR

LD $\$70^{00}$/HR @ 350 T/HR = $\$0^{20}$ 3^{23}

20^{80}

TRKS: MBI BELLY'S (30 TN Units)

RT: 39 min HAUL: .72 HRS × $\$49^{15}$/HR ÷ 30 TN = 1^{18} /

@.98 44 min = .72

OPR + EQ = TOTAL

PLACE: (2) BLADE $27^{35} + 32^{00} = 118^{70}$

PROD: (2) Roller $27^{35} + 27^{00} = 108^{70}$

350 /HR MAX Dump $24^{00} + 0 = 24^{00}$

NOTE Running 7/5 TRKS $\$251^{40}$

$1\ 3^{75}$

95% @ 350 TN/HR = 236 HRS

5% @ 125 TN/HR = 35 HRS

271 → 275 HRS × $\$251^{40}$ = $\$69,135^{00}$ 0^{80}

$\$5^{21}$

AMPAD EFFICIENCY LINE® 22-208

BID ITEM # 19 - AGGREGATE BASE 6000 TON

MAT'L → 3.90

HAUL → 14+14+5+5 = 38 M/RT = 56 TON/HR

18.75 + 18.50 = 37.25 / 36 → ~~1.03~~

+4.75

156 1.16

PLACE → @ 200 TPH = 30 HRS -

EQUIP -

BLADE 27 × 30 = 810 -

ROLLER 27 × 30 = 810 -

H2O 20 × 30 = 600

CREW -

OPER 2 29 - × 30 = 1740 -

DRIVER 27 × 30 = 810 -

BROOM 30 × 20 = 600 -

FOREMAN 30 × 15 = 450 -

251 5820 → 0.97 × 2

~~5.92~~

7 -

BID ITEM # 20 · CTB - 300,000 SY

1.) FIGURE TO PULVARIZE AC 1ST - RATE OF 20 FPM & 75 TEETH / 10 HRS - FIGURE 2 HRS MAINTAINCE -

2.) SCARIFY W/ K TO 3" DEPTH JUST PRIOR TO PLACEMENT OF 4" OF AGGREGATE -

3.) ROTOTILL TOTAL 12" OF NEW & EXISTING BASE MAT'L & CEMENT AT RATE OF 30 FPM & $\frac{30}{\cancel{40}}$ TEETH / 10 HRS - 2 HRS MAINTAINCE -

$\overset{15}{\cancel{20}}$ FPM × 7½ FT × 60 M/H × 10 HR/DAY × 90% E = $\overset{60,750}{\cancel{81,000}}$ SF/10 HRS

= $\overset{6750}{\cancel{9,000}}$ SY/DAY @ 10 HRS

PULVAMIXER	$65 -	10	= 650 -	
OPER	29 -	12	= 348 -	
TEETH	4.50	75	= 338 -	
SOCKETS	5.00	15	= 75 -	~~0.21/SY~~
			1411 -	= ~~0.16/SY~~
1 ROLLER	27 -	3	= 81 -	
FOREMAN	30 -	4	= 120 -	
			1612	=> 0.24/SY

SCARIFY BASE - @ 2 MPH & 6 FT WIDE -

2 MPH × 6 FT × 10 HR/DAY × 90% E = 63,360 SY/DAY @ 10 HRS

BLADE @ $27 × 10 = 270 -
OPER @ 29 × 10 = 290 -
1 FOREMAN @ 30 × 2 = 60 -
} => 0.01/SY

.) ROTOTILL / WATER & GRADE / COMPACT =

WATER @ 6% = MAT'L @ 140 P/CF = 9 GAL/SY

TILL @ ~~25~~ 20 FPM × 60 × 7½ × ~~12FT~~ 12 × 90%E = ~~9000~~ 10,800 SY/10HRS = ~~[illegible]~~ 28

= ~~273~~ 351 ~~459~~ TON CEMENT / SHIFT = 12 HRS

EQUIP -	RATE	HRS	
TILLER	65-	12	= 780-
BLADES	2 × 27-	12	= 648-
ROLLERS	2 × 27-	12	= 648-
H2O TRKS	2 × 23-	12	= 552-
CREW -			
OPER	5 × 29	12	= 1740-
DRIVERS	2 × 27	12	= 648-
LABOR	2 × 25	12	= 600-
FOREMAN	30	12	= 360-
~~144~~ TEETH	4.50	30	= 135-
~~8~~ SOCKETS	5.00	6	= 30-
MECHANIC ON TILLER	28-	3	= 84-

0.58

6,225 = $ ~~0.69~~

1.) PULVERIZE AC: 0.24

2.) SCARIFY BASE: 0.01

3.) TILL, H2O, GRADE/COMPACT: ~~0.64~~ 58

$ ~~0.71~~ 0.84

EFFICIENCY LINE® 22-208

	1	2	3	4	
CTB					
Pulverize	23¢ TB		23¢	69,000	69,000
Teeth	~~14~~¢	12¢	12¢	36,000	32,000
				90%	101,000
Water	0 15 ~~10~~		15¢	.09	4000
Process	0 ~~35~~ ~~36~~¢	42	~~47~~¢	56¢ 168,000	168,000
					172,000

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
P. O. Box 459
Pendleton, Oregon 97801

In Reply Refer to
File No.

January 28, 1985

CE E CAE J RECEIVED LS__ TC__
COE A OM__ SA__ CC
OE__ JAN 30 1985 FE__ CP__
CA__ PQC__
CAM__ CONSTRUCTION QCS__
EEO__ SECTION FILE__

Morse Bros., Inc.
32260 Highway 34
Tangent, Oregon 97389

Re: Blue Mtn. Summit - Elgin
Union County
Contract No. [redacted]

Attention: Robert R. Reinhard

I refer to your letter dated December 28, 1984, requesting payment for 1,271.2 M-Gal. of water involved in the construction of the cement treated subgrade.

Your claim has been discussed with the Region Office and the Construction Section and it is the State's contention that no separate measurement and payment will be made for water for any work involved in constructing the cement treated base.

You make mention in your letter about Mr. Hunter's Revision Letter No. 1 on the Langdon Lake - Blue Mountain Summit Section project. You state that this letter clarifies the Oregon State Highway Division's interpretation of payment of water under Specification 310. We do not read this in Mr. Hunter's letter as no mention is made as to measurement and payment of water.

For your information the State has no intention of paying our Contractor on the Langdon Lake - Blue Mountain Summit Section project for any water in connection with the construction of the cement treated base (Treated in place) as set forth in Section 310.

Respectfully,

Bobby D. Johnson
BOBBY D. JOHNSON
PROJECT MANAGER

BDJ:1jc

cc: file
R. D. HECTOR w/copy of Contractor's letter
[redacted] w/copy of Contractor's letter

Form 734-3122

MORSE BROS.
Highway Construction Group

December 28, 1984

RECEIVED
JAN 7 1985
☑ RE ☐ ARE

Mr. Bobby Johnson
Oregon State Highway Division
P.O. Box 459
Pendleton, OR 97801

Subject: Blue Mountain Summit - Elgin
OSHD Contract No. 9834

Dear Bobby:

I am resubmitting our claim for payment of water used for processing the existing materials and/or new aggregates prior to adding cement. As previously requested, payment for 1,271.2 M-Gals should be made on the next pay estimate, (January 10, 1985).

Section 310.81 is clear that no water will be paid for when processing the existing roadbed material, new aggregates, and Portland Cement together. However, it does say that the water used to place the base aggregates to grade will be paid for:

> "For all work involved in constructing the cement treated base as specified, other than furnishing Portland Cement, new base aggregates", ... "No seperate measurement will be made for water."

I read the above to mean that water used for placing and compacting the new base aggregates will be paid for. Water used in constructing the cement treated base, (other than in placing and compacting new base aggregates), will be incidental to the bid item for cement treating the base. This interpertation of payment for water used in processing of the new base aggregates is not Morse Bros.' alone. On August 30, 1984, E.S. Hunter sent out a revision letter to a project that had similar specifications to the Blue Mountain Summit - Elgin Project. In his revision, Mr. Hunter clairified the OSHD's interperatation of payment of water under specification 310. Prior to this clarification by Mr. Hunter and the way the Blue Mountain Summit - Elgin Project was figured was that payment for water used in processing the

Tangent Division • 32260 Hwy. 34 • Tangent, OR 97389 • Phone (503) 928-6491

new base aggregates to line and grade with the reconditioned base materials would be paid per M-Gal used.

I again assert our claim for payment of 1,271.2 M-Gals used at the bid unit price or $12.00/M-Gal.

Sincerely,

MORSE BROS. INC.

Robert R. Reinhard
General Manager
Highway Construction

mec

cc: Robert Hector - Region Engineer

9834

rll.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FLH-FH-F-89(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30175

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/15/84

8. FEDERAL ROUTE NUMBER FHP 37 & Primary 89

9. STATE ROUTE NUMBER Secondary 330

10. GENERAL LOCATION:

Blue Mt. Summit - Elgin Section

11. GENERAL DESCRIPTION OF WORK

Extend culverts and widen roadbed at required areas.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
XX ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/15/84 as requested in Mr. Fredrickson's letter of 11/28/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 1 is approved for a TEC of $2,529.

RECEIVED
STATE HWY ENGR
DEC 13 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to
12/13

14. DATE 12/11/84

15. SIGNATURE OF APPROVING OFFICIAL G K Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7F-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
P.O. Box 459
Pendleton, OR. 97801

In Reply Refer to
File No.:

November 20, 1984

Morse Bros., Inc.
P.O. Box 7
Lebanon, OR. 97355

Re: Blue Mt. Summit - Elgin
Union County
Contract [redacted]

Attention Bob Reinhard

In regards to your claim for payment of water in placing of aggregate for treated base. Your claim is based on Section 304.34, aggregate base. This section does not apply in this case.

The section covering aggregate for treated base is Section 310, specificly Section 310.91 gives the pay items ahd what is covered and included in these items.

Let this letter serve as notice that your claim is being denied.

Respectfully

Bobby D. Johnson
Bobby D. Johnson
Project Manager

BDJ:tap

cc:construction
Region
file

CE CAE ✓ RECEIVED LS TC
[redacted] CM SA CC
CA 1984 FE
CA MA
[redacted] CONSTRUCTION [redacted]
LEO SECTION FILE

Form 734-3132

N°54

C.F.

MORSE BROS.
Highway Construction Group

November 16, 1984

Mr. Bobby Johnson
Oregon State Highway Division
P.O. Box 459
Pendleton, OR 97801

Subject: Blue Mountain Summit-Elgin
OSHD Contract No. 9834

Dear Bobby:

While placing the aggregate base, we were informed that the water being used to achieve the required compaction and shaping per section 304.34 (a) would not be paid for under section 233. An intent to claim for the water required was immediately submitted. At this time an additional 1,271.2 M-Gals of payment is requested. Attached is a tabulation of dates, water used, water paid for, and water owed.

None of the water used on the dates on the attached tabulation went to the cement treated base mixing process. Standard Specification 310.81 is very clear that the cost of water,

> "For all work involved in constructing the cement treated base as specified, other than furnishing portland cement, new base aggregates",

will be included in the bid item for cement treated base. When processing the old reconditioned roadbed, portland cement, and new aggregate base together,

> "no separate measurement will be made for water."

However, when placing the new aggregate base, adherance to section 304 is required. We were required to compact the new aggregate base and grade to hubs placed by the State. Per section 304.34,

> "Water shall be uniformly applied over the materials during compaction in the amount determined as necessary for proper compaction, and in accordance with requirements of Section 233."

angent Division • 32260 Hwy. 34 • Tangent, OR 97389 • Phone (503) 928-6491

Section 233, pays for water used by the M-Gal per the bid item Watering.

Compensation for the 1,271.2 M-Gals used and claimed for can be paid at the bid unit price of $12.00/M-Gal.

Sincerely,

MORSE BROS. INC.

Robert R. Reinhard
General Manager
Highway Construction Division

Enclosure

mec/ws

WATER CLAIM

e	Used	Paid	Owed
19	57.2	8.8	48.4
20	94.4	13.2	81.2
21	70.4	13.2	57.2
23	70.4	13.2	57.2
24	70.4	17.6	52.8
25	88.0	17.6	70.4
26	74.8	17.6	57.2
27	101.2	17.6	83.6
28	-0-	-0-	-0-
30	74.8	22.0	52.8
31	133.8	22.0	111.8
1	66.0	17.6	48.4
2	100.6	17.6	83.0
3	100.6	11.4	89.2
4	39.0	19.0	20.0
5	69.8	15.2	54.6
7	50.7	22.8	27.9
8	73.7	22.8	50.0
9	148.9	112.5	36.4
10	172.9	99.0	73.9
11	147.7	98.7	49.0
13	117.7	52.4	65.3
		TOTAL =	1,271.2 M-Gal.

983–

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FLH-89(6)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Umatilla, Union

3. FROM Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.
5. ITEM NO. 30175

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-31-84
8. FEDERAL ROUTE NUMBER FHP 37 and Primary 39
9. STATE ROUTE NUMBER Secondary 330

10. GENERAL LOCATION:
BLUE MOUNTAIN SUMMIT - ELGIN SECTION

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change - See below

13. REMARKS

As requested by Mr. Potter's letter of October 29, 1984, the Program Change is approved as follows:

1. APPN CODE: Change to read "183".
2. PROJECT NO.: Change to read "FLH-89(6)".
3. CLASS OF FEDERAL FUNDS: Change to read "Federal Lands Highways".

RECEIVED
STATE HWY ENGR
NOV 6 '84
REFER TO Potter
FOR

Info	Inves	R/O	D/R	Sign	Act	File

Orig. to 11/6

14. DATE 11/5/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. H
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

r11

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT cc: OSHD (Coulter)

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 3	COUNTY Union	DIVISION Oregon	
IN COMPANY WITH B. Johnson, Project Manager, OSHD				
DATE OF INSPECTION 10/22/84	INSPECTION MADE BY D. B. Carter, Area Engineer		PROJECT NO. FLH-FH-89(4)	
QUALITY OF WORK Satisfactory		PROGRESS OF WORK Satisfactory	TIME ELAPSED **See Below %	WORK COMPLETED 99 %

Original Signed by
D. B. Carter
Area Engr.

**Fixed time completion date July 31, 1985

BLUE MOUNTAIN SUMMIT - ELGIN SECTION
WESTON - ELGIN HIGHWAY
Grading & Paving

This project provided for the widening and resurfacing of this 16.57 mile section of the Weston - Elgin Highway.

The contract work is essentially complete except for some road approach work. Highway Division maintenance forces are working on building up some shoulder areas where the shoulder drops sharply away from the edge of the pavement. This work is being done under an approved State Force Order.

There will tentatively be a penalty of approximately $31,000 on the project. Of this penalty approximately $12,300 will be on gradation, mostly on the ½ inch screen. The remaining penalty, or approximately $18,700, is for out of specification asphalt content which involves mostly two days production. Project data is somewhat contradictory as to the actual asphalt content on these two days. This matter is currently under review.

Acceptance of the project is recommended upon completion of the driveway work and the shoulder fill work.

Price Agreement No. 9 provided for the furnishing and installation of approximately 712 8 foot guardrail posts at a total estimated cost of $3,503. The extra long posts were required to obtain adequate support.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
DEC 5 '84
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act File

cy
12/6

Form FHWA-1446A
(Rev. 2-84)

9834

Page

Thursday oct 4 1984 weather overcast and cool.

Bobby Johnson Proj. Mang. upon hearing what we had done the day before, this morning instructed me to inform Mr. Van Den Berg that the seal on Road approaches was not satisfactory and that they would have to be done correctly.

Wed. oct 3 1984 weather clear and cool in am warm in pm.

Guardrail Crew Bolting Rail members to complete 5 runs of Rail Today. Anchors were poured yesterday. Also driving Posts for 3 other runs.

Morse Bros Sweeping chips from chip seal and cleaning up old Piling and Rail members from slide area, in am.

In pm a Tack wagon from Rogers asphalt Showed up on Job to Finish chip sealing Road approaches, This was a hand spray job, I thought this would be ok if the spread ~~looked~~ did good, when spraying started I noticed that the CRS-1 looked to be mixed heavy with water, I ask ~~Tack~~ man from Rogers about this and he said it was That They didnt have any straight CRS-1, I then stopped operation and informed Mr. Van Den Berg That I could not buy this operation, That the oil would not do the job, He said ~~I~~ He would rather give me the Job than send the oil back, I then called my office and Talked with Tom Penner, we decided to give it a Try but That if it didn't work it would still have to be done right, I informed Mr Van Den Berg of this and he proceeded to Seal Road approaches. also applying chips by hand.

I told Mr. Van Den Berg again after The Job was finished That I didnt feel That it did the Job.

Also in Blading off chips from shoulder the Blade man left a large hole in the Pavement at approx. Sta 210 and a number of smaller ones from there to Sta 900. I Told Mr Van Den Berg that those would have to be repaired like new, I said there may be more so he would like to wait until all chips were off and do all Repair work at one Time.

Tuesday oct 2 1984 weather clear & cool in am warm in pm.

Dirt & Aggregate, Guardrail sub Contractors installing Rail and posts. all Guardrail work Progressing well.

Morse Bros. sweeping chips from chip seal for striping.

Maintaining chip seal sta 848-1083.

Chuck Van Den Berg Superintendent for Morse Bros has informed us (OSHD) that he would chip seal the remaining Road approaches wed. oct 3 1984, he also ask to be able to use CRS-1 instead of CRS-2, this has been ok'd by Tom Penner and Bobby Johnson.

Mr Van Den Berg also said he would try and repair Middle Ridge Road Thursday oct 4 1984.

Page

Tuesday Sept 11, 1984 Cloudy & Cool 40°-45°

- Contractor Completing shoulder Rock haul With enddumps in approaches and wide areas. Small Huber Blade - Water Truck and Broom Cleaning Pavement for chip sealing.

Tom Penner, Asst. Pro. mang. ~~and~~ on Job Today Chuck Van Den Berg. delivered to us a letter stating that Morris Bros would be putting in a claim to be paid extra for Cleaning pavement for chip seal.

V A Gorner

Page

Monday Sept. 10 1984 Partly cloudy & cool 40°-60°

Contractor Trying to Finish most of his hauling of ~~[illegible]~~ Shoulder Rock as he would like to Turn in the belly dump trailers To The Co. they were Leas~~ed~~ from.

Started Trying to Clean The Pavement getting Ready To Chip Seal, The Choke in many areas was applied at ~~th~~ such a heavy Rate and with so much dirt it is not cleaning well enough with a broom To seal over.

Contractor was informed that the pavement would have to be cleaned better, he started a water Truck washing the dirt off, but he said he thought that we should buy the water, he was told that it was his Responsibility to get it cleaned by what ever method he could.

Contractor worked 8 hours Today.

Tuesday Sept 4, 1984
Clear & Cool

As we have through out This Paving Project Allowed Contractor To Start Paving This Am with temp under 60°, So for starting temp have Ranged from 45° To 58° Normal would be 48°. After Last Thurs. and Fridays Rain The aggregate has more Moisture and Asphalt is Running out The bottoms of trucks.

Paved Remainder of west bound Lane into Town This AM, Then moved up to pave snow plow Turnaround Finished This and moved to snow park across from wood land Camp Ground, found that this area had not been watered and rolled as Contractor had been instructed To do Last week, had to wait until This was done before Contractor Could began paving.

Moved to Snow park at 1:00 PM started Paving at 3:45 PM.

Made some calculations on Aggr. in sand choke seal for the past 4 days the contractor made no attempt to control choke material; using One truck most of the time with spreader Box, and no one on the spreader Box, Just dumping Free leaving Large piles of choke, some place spreading To ½ to ¾ inches deep, a great waste of choke — the past 4 days Contractor has Spread 1078.53 Tons of choke at the specified Rate he should have spread 564.23 Tons for a total over run of 514.30

Finished for The day at 8:00 PM.

Friday August 31 1984
at 5:00 AM drove out to Project to check on Conditions, Raining hard and Steady this morning Contractor, held all work off until 7:30 AM To better check weather Conditions and Road Conditions, Contractor's Superintendent Came by at Approx 8:00 AM and informed me that he had signed project and would not work again until Tuesday Sept. 4, Starting Time 6:00 AM.
Checked project for safty found all ok.
No work today.

This gives me a chance to write a short note on my observations of this project.

The main point I would like to make is the appearance, that the project Superintendent on this project, has one Thing only in mind and that is move as fast as he can in as many different direction's as poss. to keep all involved Confused and with out any reguard to The work man ship on this project. It appears to me that good work man ship is The last consideration. even though The workers them selves are Trying To do a good job, it appears The super dose not intend to let that happen, Through improper equipment to do the Job correctly, through not having enough man power to do a Job correctly, and by jumping around from 1 phase of work to another with out notice.

Thursday August 16 1984

Just a note to ~~to~~ remind me That The project Superintented has to be watched carefully at The end of CTB in place shift. he has been Told time and Time again that There is a two hour curing Time on CTB before Turning Traffic over it, if someone is not around at The end of shift to see that this is carried out The super. will turn Traffic imediattly with out waiting. There has been a instance or Two where at the end of shift he has been Told when Traffic can be turned, inspector left to check on somthing else and came back to find Flaggers and Pilot car gone already and not more Than ½ hour has passed.

8-8-84

11:10 AM contractor spreading Cement Past Snowplow Turn around - Turnaround has been spread and now is Tilling This area

1:15 PM Found out The one tiller broke down and Only half of the Cement has been Tilled and The turn around area is not Finished

Thursday August 2 1984
Came on the job this morning and started hearing Reports from worker's & Flaggers That inspector Dick Alexander and project superintendent Chuck Van Den Berg had had a Confortation last evening.
Decided to wait until I heard both sides of story before acting on This Report.

Project superintendent was yelling and cussing the inspector and infact Took his pickup and Ramed The inspectors Truck, no damage to Truck but much yelling and screaming and cussing going on.

Had a Talk with proj. superintendent about this, he apologized for his action's, I Told him we could not have This kind of blowups and action and That if it happened again I would have to attempt to have him Removed from project.

(As an added note) it maybe should be noted that workmen on this project under Mr. Van Den Berg are also unhappy about his Type of action's also Taken against them, some ~~al~~ have Threatened to quit, Reasons being, Short of help, unsafe and wrong Type of equipment for job, unnessiary. Long hours due to this Type of operation and no reguard for good workmanShip.

Wed. July 25 1984
Clear & warm light wind

Bobby Johnson Project manager on The Job today to discuss paying Contractor for water being used on Aggr. for treated base.

I had told Contractor That The aggregate for treated base was part of The Cement Treated base Item and That there was no pay for water, Mr. Johnson came up to let me know that we would pay for water on This part of the work, I Pointed out that by The specifications That there should be no pay for water, Mr Johnson left Job to check into this Item before making a final desision.

Call The office at 4:20 PM Talked to Tom Penner about The desision on water Pay in The Aggr for Treated base, he informed me tho the desision made was That the only water to be paid for was That for dust control for Traffic.

At 5:00 PM I then informed Mr. Chuck Van Den Berg Contractors Superintendent of This Ruling, at This Time Mr. Van Den Berg wrote me a letter stating That (as of 5:00 PM 7-25-84 we will be hauling water for watering aggr. ~~base~~ for CTB on a Claim Basis as we feel we should be paid for water used before CTB mixing starts (Quote).)

The Aggregate is Aggregate for Treated Base not aggregate Base as mentioned in Letter, Standard Specifications plainly state That There is no Pay for water in any Portion of Cement Treated Base (Treated in place) the pay is for Items used Aggregate for treated base, Cement, chips in chip seal, and Asphalt in chip seal, Cement Treated base by sq. yd. and no pay for water used in The Construction of.

Letter sent to office Tonight.

Thomas A. [illegible]

Tuesday July 24 1984

Rain showers in am Sunny and warm in PM

Contractor started the day at 7:00 AM with two Trucks hauling to Finish Blade, at noon started the Remainder of the Trucks hauling ahead to Grade.

Burning Brush Stumps Limbs ect. from clearing work in Andies Prairie quarry site.

I was informed by Contractors superintendant by Radio while setting with forman that the CTB operation would not start Tomorrow as planed may start Friday but More Than Likely it will be Monday.

May start stone Embankment.

The Dam the Contractor installed in Little Philips Cr. at the 60" culvert at Middle Ridge Road, worked its way through the Road bed grade around culvert and Floated the Culvert out of the ground.

V. G. Garner

4834 1

kke

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FLH-FH-FR-89(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30175

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/23/84

8. FEDERAL ROUTE NUMBER Primary 89

9. STATE ROUTE NUMBER Secondary 330

10. GENERAL LOCATION:
Blue Mt. Summit - Elgin Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change - See below

13. REMARKS

As requested by Mr. Potter's letter of 8/23/84 the program change is approved as follows:

1) Appn Code --- Change to read "183, 191 and 110".
2) Project No. --- Change to read "FLH-FH-FR-89(4)".
3) Class of Federal Funds --- Change to read "Federal Lands Highways, Forest Highway and Primary System Resurfacing, Restoration and Rehabilitation".

RECEIVED
STATE HWY ENGR
SEP 7 '84
REFER TO Potter
FOR

Info	Inves	R/D	O/R	Sign	Act	File

14. DATE 8/23/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

G934

TO BE COMPLETED BY FHWA		STATE
8-206 ✓ 207	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY UNION PROJECT NO. FLH-FH-F-89(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Blue Mountain Summit-Elgin

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-2-84	16.59
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
1,000,000.00 191 sw $ 2,744,205.00 *	1,000,000.00 sw 191 2,360,000.00 Appn Code 183 $ 338,675.00 Appn Code 010

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______

Manager, Program Section
(Title)

XX FOR: H. S. Coulter

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 8-20-84

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 3, 1984

FEDERAL AID PROJECT NO. FLH-FH-89(4)

BLUE MOUNTAIN SUMMIT-ELGIN SECTION
WESTON - ELGIN HIGHWAY
UNION COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (FLH M.P. 23.70 to M.P. 32.53 & M.P. 32.77 to M.P. 35.66)

Mobilization	Lump Sum	All	71%	$ 195,960.00
Temporary Protection and Direction of Traffic	Lump Sum	All	75%	4,350.00
Temporary Signs	Sq. Ft.	580	7.00	4,060.00
Temporary Barricades	Each	8	40.00	320.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	Lin. Ft.	425	3.50	1,487.50
Temporary Plastic Safety Markers	Each	63	12.00	756.00
Temporary Delineators	Each	10	7.00	70.00
Flaggers	Hour	1,400	11.00	15,400.00
Pilot Car	Hour	560	20.00	11,200.00
Clearing and Grubbing	Lump Sum	All	70%	28,000.00
Removal of Structures and Obstructions	Lump Sum	All	70%	3,500.00
Ditch Excavation	Cu. Yd.	10	25.00	250.00
Embankment Foundation Excavation	Cu. Yd.	9,500	7.50	71,250.00
Embankment in Place	Cu. Yd.	5,600	1.10	6,160.00
Stone Embankment	Cu. Yd.	6,500	4.50	29,250.00
Trench Excavation	Cu. Yd.	72	15.20	1,094.40
Finishing Roadbed and Slopes	Mile	11.7	68.00	795.60
Watering	M-Gal.	350	12.00	4,200.00
Aggregate Base	Ton	4,240	7.00	29,680.00
Cement Treated Base	Sq. Yd.	212,100	1.00	212,100.00
Cement for Treated Base	Ton	6,890	80.30	553,267.00
Aggregate for Treated Base	Ton	62,500	4.60	282,900.00
Asphalt in Chip Seal	Ton	230	182.00	41,860.00
Aggregate in Chip Seal	Ton	1,920	9.00	17,280.00
Class "B" or Class "C" Asphalt Concrete	Ton	85	50.00	4,250.00
Emulsified Asphalt Concrete Mixture	Ton	37,110	7.70	285,747.00
Emulsified Asphalt in Mixture	Ton	2,230	166.70	371,741.00
Aggregate in Sand Choke Seal	Ton	1,815	6.50	11,797.50

1/4"-No. 10 Aggregate in Chip Seal	Ton	2,260	9.30	21,018.00
Emulsified Asphalt in Chip Seal	Ton	330	162.00	53,460.00
Asphalt in Tack Coat	Ton	32	182.00	5,824.00
18-inch Culvert Pipe	Lin. Ft.	136	20.00	2,720.00
30-inch Culvert Pipe	Lin. Ft.	4	50.00	200.00
8-inch Drain Pipe	Lin. Ft.	136	7.00	952.00
Gravel in Drains	Cu. Yd.	15	25.00	375.00
Guard Rail, Type 2A	Lin. Ft.	7,225	8.90	64,302.50
Guard Rail Anchors, Type 1	Each	20	270.00	5,400.00
Rail End Pieces, Type C	Lin. Ft.	20	85.00	1,700.00
Extra for Asphalt Approaches	Each	53	125.00	6,625.00
Geotextile Fabric in Drains	Sq. Yd.	120	2.00	240.00
Delineators, Type 1	Each	380	19.50	7,410.00
Delineators, Type 4	Each	28	11.60	324.80
				$2,359,277.30

ANTICIPATED ITEMS

Permanent Pavement Striping	Lump Sum	All	70%	$ 11,550.00
Temporary Pavement Striping	Lump Sum	All	70%	2,450.00
Temporary Erosion Control	Lump Sum	All	70%	3,500.00
On the Job Trainees (2 @ $800)	Lump Sum	All	--	1,600.00
				$ 19,100.00
		SUBTOTAL		$2,378,377.30
		Engineering		297,296.70
		TOTAL		$2,675,674.00

TYPE CODE 1000

ROADWAY (FOREST HWY.)(M.P. 32.53 to M.P. 32.77 & M.P. 35.66 to M.P. 40.27)

Mobilization	Lump Sum	All	29%	$ 80,040.00
Temporary Protection and Direction of Traffic	Lump Sum	All	25%	1,450.00
Temporary Signs	Sq. Ft.	247	7.00	1,729.00
Temporary Barricades	Each	3	40.00	120.00
Temporary Plastic Safety Markers	Each	27	12.00	324.00
Flaggers	Hour	600	11.00	6,600.00
Pilot Car	Hour	240	20.00	4,800.00
Clearing and Grubbing	Lump Sum	All	30%	12,000.00
Removal of Structures and Obstructions	Lump Sum	All	30%	1,500.00
Finishing Roadbed and Slopes	Mile	4.9	68.00	333.20
Watering	M-Gal.	150	12.00	1,800.00
Aggregate Base	Ton	1,760	7.00	12,320.00
Cement Treated Base	Sq. Yd.	87,900	1.00	87,900.00
Cement for Treated Base	Ton	2,860	80.30	229,658.00
Aggregate for Treated Base	Ton	25,500	4.60	117,300.00
Asphalt in Chip Seal	Ton	95	182.00	17,290.00

Aggregate in Chip Seal	Ton	800	9.00	7,200.00
Emulsified Asphalt Concrete Mixture	Ton	15,390	7.70	118,503.00
Emulsified Asphalt in Mixture	Ton	920	166.70	153,364.00
Aggregate in Sand Choke Seal	Ton	755	6.50	4,907.50
1/4"-No. 10 Aggregate in Chip Seal	Ton	940	9.30	8,742.00
Emulsified Asphalt in Chip Seal	Ton	140	162.00	22,680.00
Asphalt in Tack Coat	Ton	13	182.00	2,366.00
Guard Rail, Type 2A	Lin. Ft.	2,700	8.90	24,030.00
Guard Rail Anchors, Type 1	Each	14	270.00	3,780.00
Rail End Pieces, Type C	Lin. Ft.	14	85.00	1,190.00
Extra for Asphalt Approaches	Each	40	125.00	5,000.00
Delineators, Type 1	Each	160	19.50	3,120.00
Delineators, Type 4	Each	12	11.60	139.20
Concrete Collars	Each	3	40.00	120.00
				$ 930,305.00

ANTICIPATED ITEMS

Permanent Pavement Striping	Lump Sum	All	30%	$ 4,950.00
Temporary Pavement Striping	Lump Sum	All	30%	1,050.00
Temporary Erosion Control	Lump Sum	All	30%	1,500.00
				$ 7,500.00
		SUBTOTAL		$ 937,805.90
		Engineering		117,225.10
		TOTAL		$1,055,031.00

Length of Project (FLH) --------------- 11.74 miles
Length of Project (FH) ---------------- 4.85 miles
TOTAL 16.59 miles

Cost of Roadway Per Mile ------------- $224,876.73

RETAIN IN RESERVE

Slide Correction	Lump Sum	All	--	$ 10,000.00
Permanent Signing	Lump Sum	All	--	2,000.00
		SUBTOTAL		$ 12,000.00
		Engineering		1,500.00
		TOTAL		$ 13,500.00

SUMMARY OF FUNDS

DESCRIPTION		APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	FLH	183	$2,360,000.00	$2,360,000.00	$ ----
Roadway	F	010	315,674.00	278,266.00	37,408.00
Roadway	FH	~~151~~ 191	1,000,000.00	1,000,000.00	----
Roadway	F	010	55,031.00	48,509.00	6,522.00
SUBTOTAL			$3,730,705.00	$3,686,775.00	$ 43,930.00
Reserve	F	010	13,500.00	11,900.00	1,600.00
TOTAL			$3,744,205.00	$3,698,675.00	$ 45,530.00

Group 1: 72% FLH; Group 2: 28% FH; Group 3:
Contract No. 9834
Prefix: 131-1957 P.E.
Prefix: 131-1020

Forest Highway Project No. FH-37-1(1)

NONPARTICIPATING
STATE WORK

State Responsibility for Damages	Lump Sum	All	--	$3,000.00
Single Mailbox Supports	Each	1	90.00	90.00
Multiple Mailbox Supports	Each	3	250.00	750.00
				$3,840.00

CL:pf

1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SC

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FLH-FH-F-89(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30175

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-10-84

8. FEDERAL ROUTE NUMBER FHP-37 & Primary 89

9. STATE ROUTE NUMBER Secondary 330

10. GENERAL LOCATION:

Blue Mt. Summit - Elgin Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's letter of 8-3-84 I approve the program change as follows:

1. Project No.: Change to read FLH-FH-F-89(4)
2. Class of Funds: Add consolidated primary - appropriation code 010.

RECEIVED
STATE HWY ENGR
AUG 16 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 8/15/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9834

~~BKP~~
C.F.

MORSE BROS.

DAILY PRODUCTION REPORT

Date 11 August 84 Foreman D M Whited

Job #/Name

Weather AM PM

Problems Encountered: Flags off of all signs stolen and signs Dumped in creek.

Relevant Comments (from inspector, engineer, owner):

Evaluation of Today's Work: 4349 Ton Rock hauled & placed. Finished grade Through Foothills rd. (upper end of Mill D. about 3200 ft To finish. Rocked & Rough graded To lower end of mill

Bid Item	Quantity to Complete	Percent Complete	Production Quantities
154		←	97.35
197		43.57	180.53
116		61.17	17,319 yd^3

Production Information - Calculations, Stations, Load Counts, etc.

4349 Ton Rock

	Yes	No
Extra or Force Account Work Today		
Signed Change Order Obtained		
Daily Extra Work Report Completed		

Need Assistance for the following:

Send photocopy to Lebanon

MBI 56

Bid Item	Last Name	Classification	Labor Reg.	Labor OT	Equip. Hrs.	Rate / Rate	Equip. No.	Total
154	D. Whited	Foreman	8	6½				
~~"~~	~~K. Lintner~~	~~Driver~~	~~5½~~					
100	"	"	1½	5½	1½		~~303-389-2131~~	
154	S. Hickman	OP	8	5	13		" "	"
"	R. Horacek	Labor	8	2½			606	
"	K. Crossley	Dr Wat-Tek	8	5½	11½			
"	R. Jones	OP	8	2½	11		115	
"	D. Dinwiddie	" Labor	8	3	1½		710	
"	F. Gillis	OP	8	6	14		520	
"	D. Beattie	Driver	8	6	14		705	
"	J. Davis	"	8		8		253-346	
"	T. Eaker	"	8	5	12		254-339	
"	G. Earp	"	8	6	14		255-351	
"	W. Sherman	"	8	5½	13½		282-348	
"	B. Boyd	"	8	6	14		288-347	
"	D. Schrock	"	8	5½	13½		295-338	
"	M. Nylund		8	4	12		303-389	
"	D. Jones	"	8	5½	13½		306-388	
"	K. Liming	"	8	6	14		307-386	
"	F. Crosiat	"	8	2	13		308-390	
"	A. Bjorge	"	8	5	13		309-384	
"	G. Rhines	"	8	6	14		310-384	
"	R. Rush	"	8	6	13		382-352	
"	D. Fleming	"	8	4½			2303-2420	
"	R. Stevenson	"	12½					

Bid Item	Last Name	Classification	Labor Reg.	Labor OT	Equip. Hrs.	Rate	Rate	Equip. No.	Total
154	B. Willis	Own Dr	12	1/2					
154	P. Harrington	"	10	1/2					
192	G. Blanton	Oil	8	1	5			107	
197	"	Ch. Dr.	5	5	3			284	
197	R. McL	Ch. Dr.	8	4	11/2			278-284	
197	"	OP		2	2			604	
116	B. Gibson	Foreman	8	2					
192	"	"		1					
197	"	"		2					
116	K. Gibson	OP	8	4	11			573	
"	K. Morgan	"	8	4	11			574	
"	J. Walker	"	8	8	10			515	
"	V. Powell	"	8	2	10			706	
"	D. Bellinger	Dr	8	4	11			110	
"	M. Rush	"	8	4½	8½			300-432	
"	R. Uhland	Labor	8	3					
"	W.D. Smith	RA Hatch	12						
"	L. Morgan	Own Walk	10						
"	L. Mills	"	10						
"	R. Smith	"	11						
"	C. Smith	"	10	½					
1939	B. McCown	Mech	1½	6					
1739	"	"	4½	4					
104	"	"	2						
104	Kunze	"	7						

1

Bid Item	Last Name	Classification	Labor Reg.	Labor OT	Equip. Hrs.	Rate Rate	Equip. No.	Total
100	G. Walker	Plant OP	4½					
100	G. Horrell	Labor	3½					
100	D. Moss	OP	4½		2		604	
100	B. Ellis	Oiler	8					
107	C. Parr	Flag	8					
"	M. Luse	"	8					
"	T. Elkins	"	8	6				
"	L. Addington	"	8	6				
"	C. Wilhelm	"	8	6				
"	D. Eckstein	"	9					
"	C. Childers	"	7					
108	B&B Bob	Pilot Car	8	6				
"	" Bob	"	8	7				
102	"	TP&DT		1				
180	N. Campbell	Own Water	14					

9834 [illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FOREST HIGHWAY PROJECT AGREEMENT

(PPM 25-4)

STATE: Oregon

COUNTY: Union

PROJECT NO.: FH 37-1(1)

EFFECTIVE DATE:

The Forest Highway Project Agreement for the above-referenced project, entered into between the undersigned parties is hereby modified as follows:

REVISED ESTIMATED COST OF PROJECT	$ 3,360,000.00
REVISED AMOUNT OF COOPERATIVE FUNDS Public Lands (FLH)	$ 2,360,000.00
REVISED AMOUNT OF FEDERAL FUNDS	$ 1,000,000.00

OTHER REVISIONS

Project Termini: Blue Mountain Summit to Elgin
Length: 17.1 mi.

2. The FHWA agrees to obligate Forest Highway funds in the amount of $1,000,000.00 for Project FH 37-1(1). This amount will not be exceeded without the approval by the Western Direct Federal Division Engineer.

All other terms and conditions of said Forest Highway Project Agreement will remain in full force and effect. This Modification shall be effective as of the 9th day of August, 1984.

NAME OF COOPERATOR: Oregon State Highway Division

BY:

TITLE: Manager, Program Section

BY: for H.S. Coulter

TITLE: State Highway Engineer

BY:

TITLE:

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Oregon Division

BY:

TITLE: for DALE E. WILKEN
Division Administrator

Form PR-2AFH
(Rev. 5-73)

Previous Editions Are Obsolete

9234

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 3, 1984

In Reply Refer to
File No.:

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Project No. FLH-FH-89(4)
Blue Mountain Summit-Elgin Section
Weston-Elgin Highway
Union County

I request your approval of a program change on the subject project to utilize Consolidated Primary funds (Appn Code 010) to supplement Federal Lands (Appn Code 183) and Forest Highway (Appn Code 151) funds. This change is necessary since the construction engineering costs were inadvertently omitted in the computations determining the amounts of both Federal Lands funds and Forest Highway funds which could be released and used on the Target Meadows Rd.-Blue Mountain Summit Section. Approval of the release was obtained prior to the discovery of the error. Therefore, this change, utilizing Consolidated Primary funds, is necessary to make up the funding deficit.

Approval of this change will require revisions in project data as follows:

1) Project No.: Change to read --- "FLH-FH-F-89(4)"

2) Class of Funds: Add "Consolidated Primary; Appn Code 010".

3) Financing to be as follows on the enclosed project agreement estimate.

CL:pf
Enclosure

cc: R. Hacek
D. Keyes
General Files

Form 734-3122

9834

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION) Blue Mountain Summit - Elgin		CONTRACT NO. 9834
HIGHWAY Weston - Elgin	COUNTY Union	PREFIX 131-1020
SUBMITTED BY (RESIDENT) Bobby D. Johnson	DATE 7/19/84 FOR ☐ REVIEW ☒ APPROVAL	F.A. PROJECT NO. FLH-FH-89(4)
SUBMITTED BY (REGION)	DATE 7/20/84 FOR ☐ REVIEW ☒ APPROVAL	TO ACCOMPANY (ORDER TYPE AND NUMBER) PA #5

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

Dave Carter BY B. D. Johnson ON 7-16-84

BY ON

BY ON

BY ON

WORK OR CHANGE HAS BEEN DISCUSSED AND APPROVAL TO PROCEED OBTAINED FROM—

Wm. G. Anhorn BY B. D. Johnson ON 7-17-84

John Scofield BY B. D. Johnson ON 7-17-84

BY ON

FEDERAL HIGHWAY TENTATIVE APPROVAL OBTAINED FROM— SUBSTANTIAL CHANGE— ☐ YES; ☒ NO

BY ON

COST ESTIMATE, FORM 734-1877 IS ATTACHED— ☐ YES; ☒ NO; ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Unit or Technical Services Section)—

Warren Richards BY B. D. Johnson ON 7-17-84

ORAL APPROVAL OF COSTS OBTAINED FROM (Construction Cost Unit or Technical Services Section)—

BY ON

NET EFFECT OF ORDER ON PROJECT	PROJECT AUTHORIZATION	ESTIMATE PROJECT COST WITH ORDER	OVERRUN
INCREASE ~~DECREASE~~ $ 335.40	$ 3,748,526.10	$ 3,748,526.10	0 %

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that will Share the Cost; Estimated Starting Date or Date Work Started; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents)—

The contractor requested this change due to the type of materials encountered in the roadway section. The roadway was potholed and the sizes of the aggregates were checked at 16 different locations across the road. The aggregates varied in size from 3 to 12 inches, appearing to be a river run type of round rock which does not lend to cement treatment. (See attached sheet for aggregate details.)

The proposal is to pulverize the existing pavement approximately 4 inches deep, add 6 inches of aggregate for treated base and treat to a depth of 10 inches. A revised typical section is attached.

T

☐ CONTINUED ON ADDITIONAL SHEET(S)

734-1882 (11-81)

Submit Original to Construction Branch

HIGHWAY DIVISION

P

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) Blue Mountain Summit - Elgin		**CONTRACT NO.** 9834
HIGHWAY Weston - Elgin	**COUNTY** Union	**PREFIX** 131-1020
CONTRACTOR'S NAME AND ADDRESS Morse Bros., Inc. P. O. Box 7 Lebanon, Oregon 97355		**F. A. PROJECT NO.** FLH-FH-89(4) **PRICE AGREEMENT NO.** 5

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Change surfacing typical section, Sta 937± to Sta 1085±.
(See attached drawing)

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
21	Reduce Cement for Treated Base	228	Ton	80.30	$ - 18,308.40
22	Increase Aggregate for Treated Base	4,053	~~Cu. Yd.~~ Ton ~~RRR~~ RJ	4.60	+ 18,643.80

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 335.40

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED _______________ CONTRACTOR 7-18-84 DATE

APPROVAL RECOMMENDED BY ~~LOCAL AGENCY~~ DATE 7-24-84

SUBMITTED BY PROJECT MANAGER Billy D. Johnson DATE 7/18/84

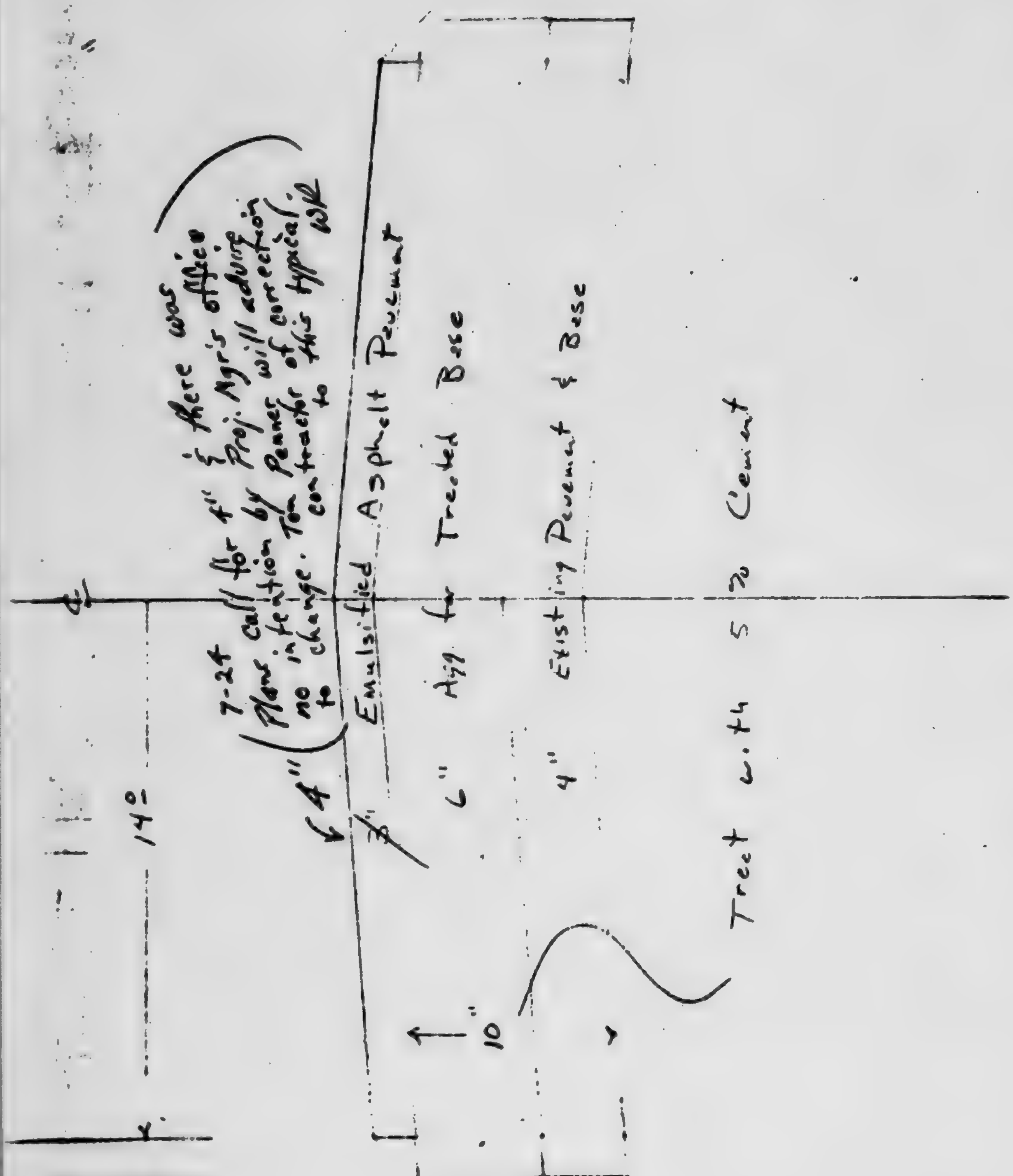
APPROVAL RECOMMENDED ~~OR APPROVED~~ BY REGION DATE 7/20/84

NOTED OR APPROVED BY CONSTRUCTION DATE 7-26-84

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

7-24-84

Blue Mt Summit - Elgin
T: Penner 7-18 84
Surfacing Revision Sta. 437± - 1085 ±


0.5
14.0
℄
4"
3"
Emulsified Asphalt Pavement
10"
6" Agg. for Treated Base
4" Existing Pavement & Base
Treat with 5% Cement

7-24 Plans call for 4" & there was no intention by Proj. Mgr's office to change. Tom Penner will advise contractor of correction to this typical. WR

Blue Mt Summit - Elgin PA #5

Sta. 937± - 1085± = 14,800 Lin Ft

Add 2" of Base Rock

(14,800) (0^{17}) (29) / 27 = 2702 C.Y.

(2702) (1^{5} T./C.Y.) = 4,053 Ton

(4,053) (4^{60}) = $\$ 18,643^{80}$

Less Cement for treating 10" deep.

(14,800) (29) (0^{17}) (125 lbs/C.F.) = 9,120,500 lbs.

5% Cement Added

(9, 120,500) (0^{05}) / 2000 = 228 Ton.

(228) (80^{30}) = $\$ 18,308^{40}$

+ $\$ 335^{40}$

[illegible] depth

Pipe Run [illegible]

Station Pt	left	mid	right
	TS BR	TS BR	TS BR
891	5 2½	4 4	3 6 @
901	3 5	4 4	4 3
918	5 4	6 3	7 3
922	5 4	5 3	5 6
937 +50	6 2½	5 8	5 12" @
939 +50	5 4	5 6	5 2½
947	5 hard Rck @10"	4 3	4 3
948 +50	6 3-4	4 8-10	4 8-10
958	3 upto 8	4 →8	3 8
965 +50	5 →12	5 →12	7 →12
975	5 6-8	4 6-8	5 6-8
987	7 3-4	5 3-4	5 3-4
1002 +50	8 →10	7 →10	7 →10
1013	6 14	5 4	5 5
1024	6 7 rock	[illegible]	5 6
1028 +50	5½ 8	6 4	5½ 4
1033	5 8	5 5-6	5 3-4
1049	3 →6	2½ →6	2½ →6
1063 +50	4 8	4 Rock 10	2½ 8
1079 +25±	5½ →10	2½ →8	3½ 5

9.83+

DATE: July 20, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

PRO

FROM: H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: HAM-OR/710.16
Status of FY 1984 Public Lands Fund Obligations

copy
Acc 9.3
Public
Lands

Oregon's allocation of Public Lands Funds in FY 1984 are obligated to the following projects on the Weston-Elgin Highway:

Blue Mountain Summit-Phillips Creek Road- under construction

Target Meadows Road-Blue Mountain Summit- open bids by September 30, 1984

We will not have an unused allocation of Public Lands Funds to be released during FY 1984.

WHW:pf

bc Robert N. Bothman
E. S. Hunter
G. A. Potter
J. H. Versteeg
F. E. Terpin

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

July 10, 1984
IN REPLY REFER TO
HAM-OR/710.16

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Sir:

Status of FY 1984 Public Lands Fund Obligations

Our Washington D. C. Headquarters office has requested a report on FY 1984 Public Lands Funds Obligational Authority that will not be used by September 30, 1984. Unused allocation released shall be considered to be returned to Washington Headquarters. We have been advised that any recalled allocations will be returned to the extent possible in FY 1985.

Please submit your status report to Glen Gray by July 26, 1984.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (Gary Potter, Prgm Mgmt)

RECEIVED
STATE HWY ENGR
JUL 11 '84
REFER TO [illegible]
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Hunte

RECEIVED
ASST STATE HWY ENGR
JUL 11 '84
REFER TO [illegible]
FOR
Info | Invest | R/D

NOTED
ROBERT N. BOTHMAN

7-23

jc

U. S. DEPARTMENT OF TRANSPO ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROV L AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FLH-FH-F-89(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Union

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30175

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE June 28, 1985

8. FEDERAL ROUTE NUMBER FHP 37 & Primary 89

9. STATE ROUTE NUMBER Secondary 330

10. GENERAL LOCATION:

Blue Mountain Summit - Elgin Section

11. GENERAL DESCRIPTION OF WORK

Contractor's Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Fredrickson's letter of 7-3-85 this will confirm the date of 6-28-85 as date of Notice of Contractor's Claim and authorization to proceed with the necessary work in accordance with the Federal-aid Program Manaul at a TEC of $1,000 - Federal Funds $1,000 (SFO 7). Reimbursement will be in accordance with the Federal-aid Program Manual.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STAT. HWY ENGR
JUL 16 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
7/17

14. DATE 7/15/85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

FOR: Mr Coulter

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

July 10, 1984

RECEIVED
STATE HWY ENGR
JUL 11 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

IN REPLY REFER TO
HDA-OR/INQ-190

NOTED
H.S. COULTER

NOTED
E. S. HUNTER

NOTED
E. S. HUNTER

Mr. David T. Kirkland
Kirkland & Coughlin, Lawyers
5602 14th Avenue NW.
Seattle, Washington 98107

Dear Mr. Kirkland:

This letter is in response to your June 20, 1984 letter to me on behalf of your clients, Pozzolanic Northwest, Inc. and Pozzalonic International. Your letter expressed the interest of your clients in the incorporation of flyash into construction materials being used for highway purposes on federally-aided highway projects in the State of Oregon.

The Federal Highway Administration (FHWA) has encouraged the utilization of flyash in highway construction where such use is technically appropriate and cost-effective. Well before the passage of the Resource Conservation and Recovery Act of 1976 (RCRA) and the Environmental Protection Agency's Final Guide for Federal Procurement of Cement and Concrete Containing Flyash, 40 CFR Part 249, FHWA had issued information and guidance advocating use of flyash in appropriate circumstances. These materials received the usual wide circulation and promotion that is given such materials published within the parameters of our authority in administering the Federal-aid Highway Program.

The RCRA, in amending the Solid Waste Disposal Act, requires that each Federal procuring agency procure items composed of the highest percentage of recovered materials practicable consistent with good economy. We believe that FHWA is not a procuring agency with respect to the Federal-aid Highway Program, in that the Federal-aid Highway Program is a Federally assisted State program. The individual States retain broad authority to select projects and establish contract terms and requirements. The Federal interest is largely achieved through a process of review of the States' specific project proposals. Because of our role in the Federal-aid program we feel it is the State's prerogative to select construction materials for specific highway projects. We have reviewed the use of flyash with officials of the Oregon State Highway Division on several occasions. It is my understanding that they are currently working on revisions to their specifications

cy Walt Hart
Jack Sullivan
Steve Mrazek
7-13-84

which may provide for the greater use of flyash. The wide range of both climatic conditions and natural construction materials available for use in Oregon requires laboratory investigation and performance evaluation before flyash is incorporated into projects in Oregon on a larger scale.

We will continue to encourage and assist the State in the use of flyash in accordance with the direction of our Headquarters and will take such other steps as may be warranted by future decisions of our agency on this matter.

Sincerely yours,

Original Signed By
DALE E. WILKEN
Division Administrator
Dale E. Wilken
Division Administrator

bcc:
~~OSHD (Mr Coulter, St Hwy Engr)~~
~~OSHD (Mr Hart, Bridge Engr)~~
Region (HEO-010)

July 9, 1984

David T. Kirkland
Kirkland & Coughlin
5602 14th Avenue N.W.
Seattle, WA 98107

DES 22

Utilization of Flyash in Highway Projects

The position of the Oregon State Highway Division on the use of flyash as a partial substitute for cement was adequately addressed in my June 4, 1984 letter. The subsequent correspondence from you on behalf of your client has not altered that position.

The potential use and quality control problems associated with the use of flyash are currently under evaluation by our Materials Section. This work is nearly completed and your client can expect some project special provisions to allow the use of fly ash in the near future.

H. S. Coulter
State Highway Engineer

bc E. S. Hunter
Walt Hart
Jack Sullivan (enc.)
Steve Macnab "
Dale Wilken - FHWA

WJH:jrb/ESH:ja

7/3/84

Walt - Attached is current copy of Caltrans 1984 spec. Mineral admixture refers to flyash. Ralph Delany contacted Caltrans. They indicated it (flyash) was used recently in #45 M freeway project in Los Angles and was used in every yard of concrete including pavement. / Jack

RECEIVED
JUL - 5 1984
BRIDGE SECTION

single test value shall exceed 5½ percent. If the Contractor elects to use an air-entraining admixture in concrete for pavement, he shall so indicate at the time he designates his source of aggregate as provided in Section 40-1.015, "Cement Content."

90-4.08 Required Use of Mineral Admixtures.—When the use of concrete containing mineral admixtures is required by the special provisions or is ordered by the Engineer, the minimum amount of mineral admixture per cubic yard of concrete and the type and minimum amount of portland cement per cubic yard of concrete shall be as specified or ordered by the Engineer, except that if the minimum amounts of mineral admixture and cement and the type of cement are not specified or ordered, the concrete shall conform to one of the following:

(1) The concrete shall contain "Type IP (MS) Modified" cement conforming to the provisions in Section 90-2.01, "Portland Cement," in an amount to satisfy the requirements in Section 90-1.01, "Description."

(2) The concrete shall contain "Type II Modified" cement conforming to the provisions in Section 90-2.01, "Portland Cement," in an amount not less than 85 percent of that required to satisfy the requirements in Section 90-1.01, "Description," and shall contain a mineral admixture in an amount not less than 15 percent of the amount of cement required to satisfy the requirements in said Section 90-1.01. Where said Section 90-1.01 specifies a maximum cement content in pounds per cubic yard, the total weight per cubic yard of portland cement and mineral admixture shall not exceed the specified maximum cement content.

90-4.09 Optional Use of Mineral Admixtures.—The Contractor will be permitted to replace up to 15 percent of the required portland cement, other than Type IP (MS) Modified or Type III cements, with a mineral admixture in all concrete except where high early strength has been specified or where the use of mineral admixtures is otherwise specified or prohibited. The weight of mineral admixture used shall be equal to or greater than the weight of portland cement replaced.

90-4.10 Proportioning and Dispensing Liquid Admixtures.—Chemical admixtures, air-entraining admixtures and calcium chloride shall be dispensed in liquid form. Unless otherwise permitted by the Engineer, such liquid admixtures shall be dispensed by automatic dispensing equipment. Dispensers for liquid admixtures shall have sufficient capacity to measure at one time the prescribed quantity required for each batch of concrete. Each dispenser shall include a graduated measuring unit into which liquid admixtures are measured to within ± 5 percent of the prescribed quantity for each batch. Dispensers shall be located and maintained so that the graduations can be accurately read from the point at which proportioning operations are controlled to permit a visual check of batching accuracy prior to discharge. Each measuring unit shall be clearly marked for the type and quantity of admixture.

Each liquid admixture dispensing system shall be equipped with a sampling device consisting of a valve located in a safe and readily accessible position such that a sample of the admixture may be withdrawn slowly by the Engineer.

If more than one liquid admixture is used in the concrete mix, a separate measuring unit shall be provided for each liquid admixture, and dispensing shall be accomplished by injecting equipment located in such a man-

ner that the admixtures are no
interfere with the effectivenes
tures are used in conjunction w
ing admixture shall be the firs
When liquid admixtures are
in paving or tilt-drum stationar
cally with the batching cont
equipped with an automatic w
which will provide a visible or
tioning operations are control
ured for each batch of concr
more than 5 percent or when
are not emptied from the dis
Unless liquid admixtures are
their discharge into the batch
water so that the admixtures
except that air-entraining ad
moist sand in the batching bi
content of the concrete can
Liquid admixtures requirin
cubic yard shall be consider
amount of free water per c
"Amount of Water and Penet
Special admixtures, such as
ages greater than the capacity
which may contribute to a hi
dispensed as recommended
proved by the Engineer.

90-4.11 Storage, Proportio
—Mineral admixtures shall be
used. Sacked material shall b
and identification for each sh
Adequate facilities shall be
meeting the specified requi
mineral admixtures in order
admixtures from entering th
pling mineral admixtures sha
feed line immediately in adv
Mineral admixtures shall
ment conforming to the req
pers, and charging and disch
94, in Section 90-5.03, "Prop
When concrete is complet
mixers, the mineral admixtu
per conforming to the requir
ing and discharging mechan
Pavement," and the mineral
simultaneously into the mix
When interlocks are requi
tion 90-5.03A, "Proportionin
portioning for Structures,"
weighed cumulatively, their
prevent the introduction of

NOTED
H.S.COULTER

KIRKLAND & COUGHLIN

D. T. KIRKLAND

T. D. COUGHI

LAWYERS
5602 14TH AVENUE N.W.
SEATTLE, WASHINGTON 98107
AREA CODE (206) 789-0135

RECEIVED
STATE HWY ENGR
JUN 26 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

June 20, 1984

Mr. Dale Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon

RE: Flyash Use Regulations

Dear Mr. Wilken:

Several weeks ago I was in contact with representatives of your division in connection with the use of flyash in State of Oregon highway projects which are funded by the federal government.

At the same time I was in contact by letter with H. S. Coulter, the State Highway Engineer for the Department of Transportation, Highway Division, in the State of Oregon in connection with the same subject.

The State of Oregon Department of Transportation, as indicated by the enclosed letter of June 4, 1984, appears to be reluctant to implement the guideline for federal procurement of cement and concrete containing flyash as set forth in the Federal Register, Vol. 48, No. 20 and 40 CFR, Part 249.

As you know, and as reflected in the enclosed Memorandum of December 16, 1983, it is Federal Highway Administration policy to support the use of flyash in highway construction where "such use is technically appropriate and cost competitive".

I would appreciate it if you would take such steps as are necessary to assure the State of Oregon's compliance with the flyash use regulations referred to above and, in particular, I would appreciate it if you would add the flyash use requirement to your checklist used in approving federal funding to projects done by the State of Oregon.

It has been the experience of my clients, Pozzolanic Northwest, Inc. and Pozzolanic International, that the use of flyash as a partial substitute for cement frequently results in substantial savings. In addition, under the flyash use regulations affirmative action is required to permit the use of flyash where appropriate. Under these circumstances there does not appear to be any legitimate basis for the State of Oregon's refusal to comply with the EPA regulations and the Department of Transportation's announced policy.

I would appreciate a letter which I could forward to my clients reflecting whatever action your division will take in connection with the above requests. Thank you.

Yours very truly,

David T Kirkland

David T. Kirkland

DTK:sd
ENC.
cc: Pozzolanic Northwest, Inc./Pozzolanic International
Rex C. Leathers

D. T. KIRKLAND

KIRKLAND & COUGHLIN

LAWYERS
5602 14TH AVENUE N.W.
SEATTLE, WASHINGTON 98107
AREA CODE (206) 789-0135

T. D. COUGHLIN

RECEIVED
STATE HWY ENGR
JUN 22 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ESH
R/D

June 19, 1984

H. S. Coulter
State Highway Engineer
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

RE: Your Reference LEG

Dear Mr. Coulter:

Your letter dated June 4, 1984 was received with considerable disappointment. I previously provided a copy of the procurement regulations and request that they be re-reviewed by your department and/or your legal department since they are clearly applicable and since Oregon's action on the Blue Mountain Sumit-Elgin section (FAP FLH-FH-98(4) and North Powder-Baldock Slough (FAP IR-84-7(6)284) were clearly not in compliance either with the letter or spirit of the regulation.

There is no reasonable need for further testing of flyash as suggested by your letter of June 4th. It has been extensively tested and used for many years and the Federal Highway Administration clearly supports the use of flyash in highway projects. I enclose for your information a copy of a U.S. Department of Transportation Federal Highway Administration Memorandum dated December 16, 1983, addressed to all regional administrators setting forth the background of flyash use as viewed from the Federal Highway Administration's standpoint in support of this view. As indicated on the internal memorandum the states are referred to the Geotechnical and Materials Branch for any support desired to "help the States achieve compliance".

Other states, probably as a result of some inaccurate bad publicity have also initially resisted the use of flyash but are now, one by one coming into compliance with the law.

It should also be noted that the use of flyash as a partial substitute for cement both in cement treated base and concrete often, and usually, results in a substantial cost saving, in addition to meeting the waste recovery objectives.

It is my understanding that the State of Oregon currently has three major projects out for bids, as follows:

1. Coos and Curry County, FAP F-2-1-(21)
2. Multnomah County, FAP IX-9296-(4)
3. Multnomah County, FAP IX-9867-(9).

It is requested that you promptly notify the potential bidders on these jobs of the allowability of the partial substitution of flyash as provided by Section 6002 of the Resource Conservation Recovery Act or advise me of the alternate means of compliance with the Act authorized by the regulations.

Please also take note that I am at this time contacting the Federal Highway Administration and requesting that they withhold any federal funds to be expended in the event that the flyash use regulation is not complied with. I also expect, that, in the event compliance is not achieved promptly, my clients will insist that bid protests be filed as authorized by the regulations.

If you have any questions please call.

Thank you.

Yours very truly,

David T Kirkland

David T. Kirkland

DTK:sd
ENC.
cc: Thomas A. Fox
Pozzolanic Northwest, Inc.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 4, 1984

In Reply Refer to
File No.

LEG

David T. Kirkland
Kirkland & Coughlin
5602 14th Avenue N.W.
Seattle, WA 98107

#983

Blue Mountain Summit-Elgin Section
Union County
FAP FLH-FH-89(4)

North Powder-Baldock Slough
Baker County
FAP IR-84-7(6)284

Your May 17, 1984 letter on behalf of Pozzolanic Northwest requested revisions to the contract documents on two projects -- Blue Mountain Summit-Elgin and North Powder-Baldock Slough. These projects are under contract and it is inappropriate to consider a contract modification at this time.

In the past, there have been discussions with Pozzolanic Northwest on the potential use of flyash as a partial substitution for cement. We have performed limited testing of flyash and its impact on mix design parameters, properties and long-term performance. We believe that any admixture such as flyash must be tested with job site materials under job conditions in advance of construction to determine its ability to produce the desired properties in the finished concrete.

For this reason, we are in no position to authorize use of flyash on the two projects mentioned above. Perhaps additional testing in the future will result in its use on selected projects.

H S Coulter
H. S. Coulter
State Highway Engineer

Form 734-3122

US Department
of Transportation
Federal Highway
Administration
Washington, D.C. 20590

Memorandum

Subject: Use of Fly Ash in Highway Construction

Date: DEC 13 1983

From: Associate Administrator for
Engineering and Operations

Reply to
Attn. of HHO-33

To: Regional Federal Highway Administrators
Regions 1-10
Direct Federal Program Administrator

The Federal Highway Administration (FHWA) has long been a proponent for the utilization of fly ash in highway construction where such use is technically appropriate and cost competitive.

As evidence of the FHWA support for fly ash use, the following Notice and memorandums have been issued:

1. FHWA Notice N 5080.4, dated January 17, 1974, on the subject "Use of Fly Ash in Portland Cement Concrete and Stabilized Base Construction."
2. June 22, 1977, memorandum to Regional Federal Highway Administrators on the subject "Use of Fly Ash."
3. November 13, 1978, memorandum to Regional Federal Highway Administrators on the subject "Lime-Fly Ash Stabilized Bases and Subbases."
4. September 28, 1981, memorandum to Regional Federal Highway Administrators on the subject "Demonstration Project No. 59, The Use of Fly Ash in Highway Construction."

Our August 4 memorandum on the subject, "EPA's Guideline on the Use of Fly Ash," transmitted a copy of the guideline and indicated that the States be encouraged to comply with the substance of them. Although we have not settled our differences with EPA over the legal precedent which could be set by its interpretation of the Resource Conservation and Recovery Act, we do encourage substantial compliance with the guidelines. The Geotechnical and Materials Branch will provide any support desired to help the States achieve compliance. To further emphasize the use of fly ash in concrete, Demonstration Project No. 59, "The Use of Fly Ash in Highway Construction," will focus its attention on this area. Information on this revised project will be forthcoming.

It has recently come to our attention that some of our field offices have written or oral policies restricting the use of fly ash in concrete for some applications. We do not believe that such policies are in concert with our official position and they should be rescinded.

Rex C. Leathers

9834

Highway Construction 378-6509 FILE: CCN 5

William Anhorn
Region 5 Construction Engineer

June 29, 1984

Herm Mitzel
Construction Staff Assistant

Price Agreement No. 3
State Contract No. 9834

We are returning this Price Agreement to you at this time unapproved and ask your help in obtaining some additional language under specification and provision of agreement.

What needs to be added is a statement to the effect that if this causes unreasonable delays to weekend traffic, upon written request to the contractor the State reserves the right to cancel this order without cost to the State, and original contract special provision Section 104.05 will apply.

Your prompt attention to this will expedite this order.

HM:mk

Attach.

HM/M16

CON LAG 2 6-28-84 11.42 AM

JERRY WIMER

9834

RE BLUE MOUNTAIN SUMMIT TO ELGIN SECTION

IT WAS NEVER THIS OFFICE"S INTENT TO RESTRICT THE CONTRACTOR FROM WORKING WEEKENDS ON THIS PROJECT.

WE HAVE A VERY SHORT CONSTRUCTION SEASON IN THIS AREA AND HAVE SET VERY TIGHT PAVING COMPLETION LIMITS FOR THIS PROJECT. IT IS IN THE PUBLIC"S INTEREST TO COMPLETE THE PROJECT THIS YEAR AND WE CAN HELP TOWARD THAT END BY ALLOWING THE CONTRACTOR WORXX TO WORK WEEKENDS.

THE ADT ON THIS SECTION IS ABOUT 500 VEHICLES AND DOES NOT APPRECIABLY CHANGE AFTER 3 PM FRIDAY. MOST OF THE WEEKEND TRAFFIC ARE WOODCUTTERS AND SIGHT-SEERS WHO WILL NOT BE MATERIALLY AFFECTED BY THE CONTRACTOR"S OPERATIONS.

ASKING FOR A PRICE REDUCTION IS NOT WARRANTED. THE OVERTIME COSTS OF WEEKEND WORK SHOULD OFFSET THE RE-MOBILIZATION COSTS IF THE JOB CAXX CARRIED OVER TO NEXT SEASON.

YOUR APPROVAL IS RECOMMENDED.

W G ANHORN
SH17.

PT

WORK OR CHANGE ORDER SUPPORTING DATA

NAME (SECTION) Blue Mountain Summit - Elgin		CONTRACT NO [redacted]
HIGHWAY Weston - Elgin	COUNTY Union	PREFIX 131-1020
SUBMITTED BY (RESIDENT) Bobby D. Johnson	DATE 6/20/84 FOR ☐ REVIEW ☒ APPROVAL	F.A. PROJECT NO. FLH-FH-89(4)
SUBMITTED BY (REGION) William Anhorn	DATE Approved 6/25/84 FOR ☐ REVIEW ☐ APPROVAL	TO ACCOMPANY (ORDER TYPE AND NUMBER) PA # 3

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

BY ON

BY ON

BY ON

BY ON

WORK OR CHANGE HAS BEEN DISCUSSED AND APPROVAL TO PROCEED OBTAINED FROM—

William G. Anhorn BY T. A. Penner ON 6-19-84

BY ON

BY ON

FEDERAL HIGHWAY TENTATIVE APPROVAL OBTAINED FROM— SUBSTANTIAL CHANGE— ☐ YES; ☒ NO

BY ON

COST ESTIMATE, FORM 734-1877 IS ATTACHED— ☐ YES; ☐ NO; ☒ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Unit or Technical Services Section)—

BY ON

ORAL APPROVAL OF COSTS OBTAINED FROM (Construction Cost Unit or Technical Services Section)—

BY ON

NET EFFECT OF ORDER ON PROJECT INCREASE DECREASE	PROJECT AUTHORIZATION	ESTIMATE PROJECT COST WITH ORDER	OVERRUN
$ -0-	$3,748,526.10	$ 3,760,468.60	0.3

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested, Why Necessary, Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that will Share the Cost; Estimated Starting Date or Date Work Started, Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents)—

The contractor requested a change in the Special Provisions, Section 104.05, to have more work time on Friday P.M.'s and Saturdays.

This would speed up the job and help the contractor meet his time schedule.

The exception would be for any holiday falling on a weekend. When this occurs the original Special Provisions' statement would prevail.

This will not change the contractor's requirements on any other traffic control.

☐ CONTINUED ON ADDITIONAL SHEET(S)

Submit Original to Construction Branch

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) Blue Mountain Summit - Elgin		CONTRACT NO 9834
HIGHWAY Weston - Elgin	COUNTY Union	PREFIX 131-1020
CONTRACTOR'S NAME AND ADDRESS Morse Bros., Inc. P. O. Box 7 Lebanon, Oregon 97355		F. A. PROJECT NO. FLH-PH-89(4)
		PRICE AGREEMENT NO 3

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Change Special Provisions, Section 104.05, to allow the contractor to work on Friday P.M.'s and Saturdays.

Should this change cause unreasonable delays to weekend traffic, upon written request to the contractor the State reserves the right to cancel this order without cost to the State, and original contract special provision Section 104.05 will apply.

B.J. W

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE DECREASE $ -0-

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

The only exception to this change would be when a holiday occurs on the weekend, the early closure would apply.

This will not change the contractor's requirements on any other traffic control.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED — CONTRACTOR — DATE 6-20-84

APPROVAL RECOMMENDED BY LOCAL AGENCY — DATE

SUBMITTED BY PROJECT MANAGER: Bobby D. Johnson — DATE 6/20/84

APPROVAL RECOMMENDED OR APPROVED BY REGION: William Gubler — DATE 6/25/84

NOTED OR APPROVED BY CONSTRUCTION: Harold Nemit — DATE 7-17-84

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION AFTER APPROVAL. COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE

While You Were Out

To ~~John [illegible]~~ Jerry [illegible]

Date 6/22/84 Time 9:40

~~Tom~~ Pettiton / he'll be called

of gone so he didn't [illegible]

Phone 276-0954 [illegible]

☒ Telephoned ☐ In person
☒ Please call ☒ Wants to see you
☐ Will call again ☐ Returned your call

Message Mr. Navarro w/ Tims
was not thrilled with the
fact that [illegible]
[illegible] work. So
no work this weekend until
P.A. is figured out.

Taken by L.M.

FORM CS 51619

Recyled Paper

6-22-84 Tom Penner to receive Paul's letter,
check his traffic facts and call
back next week with detailed
supporting reasons — Jerry

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon - Public Lands Highway Funds, FY 1984

Date: June 13, 1984

From: Division Administrator

Reply to Attn. of: HDA-OR/710.16

To: Mr. M. Eldon Green, Regional Administrator
Portland, Oregon

[illegible]
2 on [illegible]
con [illegible]
Weston Elgin
Acc [illegible]
Public Lands

Attached are two copies of the State's June 11 request to fund the Target Meadows Road - Blue Mountain Summit Section of the Weston - Elgin Highway using a combination of Public Lands Highway and Forest Highway funds, totaling $1.2 million. These funds are available as a result of savings realized from value engineering of the base design and typical section and a low bid on the previously approved adjacent Blue Mountain Summit - Elgin project which also utilized the above funding sources.

I have reviewed the State's request and agree the route deserves a high priority for improvement. The Weston - Elgin Highway has seen very little modernization since the initial construction in the 1930's, and the proposed project is an element in the overall plan to improve this route to meet current and future needs.

The State's request includes concurrences from both the U. S. Forest Service and our Western Direct Federal Division, plus evidence of availability of Forest Highway funds.

The State and we recognize that Public Lands funds could become available for this project through the redistribution process prior to the end of FY 1984. However, given the advanced status of project design, with no right-of-way acquisition required, the project can be advanced to construction at an earlier time this year and completed in 1985 if the funds are now approved for use on this project.

I strongly support the State's request as a good example of a coordinated funding effort which will result in improvement of additional mileage on the highway and urge your favorable recommendation.

WES

Original Signed By
DALE E. WILKEN
[illegible]

Dale E. Wilken

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 15 '84
REFER TO
SHE
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Cy - Bob Hector
6-18-84

Cy

Attachment
Ltr, 6-11-84, OSHD to FHWA
(includes WDFD 6-7-84; USFS 7-6-84; proj data; maps (2))
cc w/cys Att & Encls: USFS (Mr Hirl); WDFD (Mr Hall)
cc (no Att): OSHD (Mr Coulter)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUN 13 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

In Reply Refer to
File No.:

DATE: June 11, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

H Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Public Lands Highway Funds
Fiscal Year 1984

By your letter of November 23, 1983, the Highway Division was notified that Oregon's share of Public Lands Highway funds was $3,180,000 to be used to improve SR-204, Weston-Elgin Highway. Of this sum, $3,080,000 was to be used for a contract to construct the Blue Mountain Summit-Elgin Section (M.P. 23.7 to M.P. 40.8) and $100,000 for preliminary engineering on the adjacent Weston Mountain-Blue Mountain Summit Section (M.P. 6.0 to M.P. 23.7) which is immediately west.

Bids were received for the construction project on May 24, 1984 and the low bid was $1,189,000 under the engineer's estimate with $720,000 of that amount being Public Lands Highway money. Much of the savings was the result of value engineering of the base design and typical section.

We propose to prepare plans and award a contract before the end of the FY 1984 for the Target Meadows Road-Blue Mountain Summit Section (M.P. 18.8 to M.P. 23.7). This section includes the area that the $100,000 preliminary engineering, Public Lands Highway money was to be used for; however, the full amount will not needed for the design of this project and we anticipate that $80,000 will be left which we propose to add to the $720,000 bringing the total Public Lands Highway money to $800,000. Upon approval to apply the $800,000 Public Lands Highway funds to the proposed project, $400,000 of Forest Highway funds will be made available. The combined Public Lands Highway money and FH money will provide $1,200,000 for the Target Meadows Road-Blue Mountain Summit Section. The improvement will be within the existing right of way and the field work will be completed within two weeks.

The U.S. Forest Service and the Western Direct Federal Division are in agreement and supportive of using the Public Lands Highway funds for the proposed Target Meadows Road-Blue Mountain Summit Section of the Weston-Elgin Highway. Their letters of approval are attached.

We respectively request your concurrence and approval to program and use the Public Lands Highway funds as proposed above.

DLK:rlr
Attachments

cc:	E. S. Hunter	w/attch.
	J. H. Versteeg	"
	Gary Potter	"
	Frank Terpin	"
	C. O. Fredrickson	"
	Bob Hector	"

bc H. S. Coulter

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Western Direct Federal Division
610 East Fifth Street
Vancouver, Washington 98661-3893

June 7, 1984
IN REPLY REFER TO

HDF-17.13
File: 713

Mr. H. Scott Coulter
State Highway Engineer
Oregon State Department of Transportation
Salem, Oregon 97310

Dear Mr. Coulter:

I support your proposal for an additional FY 84 project (SR 204) on the Weston Elgin Highway. The Weston Elgin route has been a high priority FH project proposal for the last several years. The project meets the criteria for a high priority Public Lands highway project. I believe it is in the public interest to proceed with a second project at this time.

I am agreeable to using the Forest Highway funds saved by the recent low bid on the initial project for this additional project, if approval is also obtained for use of the saved PL funds. Forest Highway funding will be limited to the savings from the previous project (estimated $400,000).

I have discussed your proposal with the Forest Service, and have their concurrence for using the FH funds for the second project.

Sincerely yours,

Jim Hall

James N. Hall
Division Engineer

cc: Dale Wilken, FHWA, Salem, OR (HDA-OR)
Phil Hirl, USFS, Portland, OR

United States
Department of
Agriculture

Forest
Service

Pacific
Northwest
Region

319 S.W. Pine
P.O. Box 3623
Portland, OR 97208

Reply to: 7720

Date: June 6, 1984

Mr. Frank Terpin
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Dear Frank:

We strongly support your proposal to use savings to extend the current public lands funds project on SR204 to Tollgate.

This section of SR204 accesses 160,000 acres of public lands on the Umatilla National Forest. Approximately 23 million board feet of National Forest timber is transported over this road annually. It is the transport route for about an equal amount of wood chip trucks.

It is the access route to the Tollgate winter/summer recreation area, the Wenaha Tucannon Wilderness, Jubilee Lake, and several other National Forest recreation sites.

It is an important access route for the administration of the National Forest.

SR204 ranks very high on our priorities for improvements on Forest Highways in Oregon. We supported the inclusion of Forest Highway funds in the current FY '84 project which extended the improvements beyond the National Forest boundary to the mill site at Elgin.

Please coordinate with Phil Ballard on the Umatilla National Forest on project details.

Sincerely,

Phil Hirl

For D. B. TRASK
Director of Engineering

RECEIVED
JUN 7 1984
LOCATION
SECTION

PUBLIC LANDS HIGHWAYS
FEDERAL LANDS HIGHWAY PROGRAM
CANDIDATE PROJECTS — FY 1984

STATE: OREGON

Location: Target Meadows Road-Blue Mountain Summit Section
Weston-Elgin Highway No. 330, M.P. 18.8 to M.P. 23.7

FAP of FAS Route Number . . . FAP No. 89

Forest Highway Route Number (if applicable): FH No. 37

Public Lands Category: Public Lands Highway Fund and Forest Highway Fund

Nature of Proposed Work: Shoulder repair, widening and resurfacing of a deteriorated roadway.

Purpose (Benefits) of Project: Restore the highway to a condition suitable for economical maintenance and reasonable traffic operation.

Benefit to the Transportation Needs of Federal Land and Resource Management:

Restoration of the highway will improve mobility and economy of the truck operation moving timber products from Umatilla and Wallowa Whitman National Forests to market.

Current and Future (Year) Traffic: (also indicate percent traffic that is attributed to Federal Land Management and Resource Management activities.)

Current traffic ADT 550 1983, Future ADT 850 2000
Truck traffic is 30% of ADT
Distribution between federal and other has not been determined.

Describe Direct Federal Division Involvement, if any:

None proposed since Oregon State Highway Division field crews are already in the area and are available to perform the preliminary and construction engineering required for the proposed project.

Previous Funding on Overall Route (both Public Lands and other):

This highway was constructed from 1934 to 1936 by the Bureau of Public Roads Reconstruction was started in 1981 with a FAP project from Weston to Weston Mountain, M.P. 0.0 to M.P. 6.0 at a cost of $1.5 million which was completed in 1982. A contract has been awarded on the Blue Mountain Summit-Elgin, M.P. 23.7 to M.P. 40.3 at an estimated cost of $3.8 million which will be completed in 1985.

Amount Requested for the Candidate FY 1984 Project (also show other funding source, if any, to be used):

Public Lands Highway Funds	$0.8 million
Forest Highway Funds	0.4 million
	$1.2 million

Future Funding Needs on Overall Route:

Reconstruction, M.P. 6.0 to M.P. 18.8	$5.6 million

NARRATIVE

Target Meadows Road-Blue Mountain Summit Section
Weston-Elgin Highway
State Route #204
M.P. 18.8 to M.P. 23.7 (4.9 miles)
Federal Aid Primary #89
Forest Highway #37

A. The existing roadbed for the Weston-Elgin Highway was graded and surfaced with a bituminous oil mat during the time period from 1934 to 1936. In 1955 the bituminous mat was resurfaced with an additional bituminous oil mat. This section from Target Meadows Road-Blue Mountain Summit is still surfaced with this bituminous mat. The roadway structure is beyond its expected service life and the oil mat is breaking up under increased use by heavy trucks hauling timber products. It is beyond economical maintenance by section crews.

1. The existing roadbed is generally 24 to 26 feet wide.
2. The travelway is 20 to 22 feet of bituminous mat surface 1-3/4 inches in depth on a 8-inch rock base.
3. Gravel shoulders are generally 1 to 3 feet wide.

B. The traffic for this section is low; however, there are seasonal situations where substantial increases can be expected such as timber sales in the Umatilla National Forest. The accident rate is fairly constant and very close to the range of the statewide average for this type of highway.

1. 1983 ADT - 550 vehicles   Truck traffic is 30% ADT
   2000 ADT - 850 vehicles
2. Accident Rate - 1.3 million vehicle miles for 1981 which is the last full year tabulated.
3. The existing highway has adequate capacity for present traffic. The proposed two-lane highway will have adequate capacity for projected traffic needs.

C. The proposed design will upgrade the roadbed to provide acceptable operating characteristics. The relatively low, present and future ADT and the mountainous terrain through which this highway passes makes redesign to elevated standards unwarrented. Any extensive redesign would encounter severe environmental problems and would not be cost effective.

1. Design Speed - 50 m.p.h.
   Maximum Curvature - 6 degrees
   Maximum Grade - 6 percent

D. The typical section proposed for the project is adequate for present and expected future traffic. The base will consist of 12 inches of cement treated base. The existing surfacing will be scarified and this material will provide 8 inches of base material with the additional 4 inches being new imported material. Four inches of emulsified asphalt will be placed to provide the finished surface. The roadbed width will be 28 feet.

   1. A portion of this highway that is approximately 13 miles northwesterly of the proposed project was improved in 1981. That was project FAP F-89(2) Weston-Weston Mountain Section. Standards of the proposed project are compatible with the project.

   2. The existing section of highway adjoining the northerly end of the proposed project is badly deteriorated and will be considered for improvement in the near future. Types of fundings have not been designated at this time; however, the rest of the Weston-Elgin Highway is not eligible for Public Lands Highway funds and other funds will be used. The southerly end of the proposed project ties into the Blue Mountain Summit-Elgin Section which is under contract at this time.

E. There are compelling reasons to restore this Federal Aid Primary Route that connects the Wallowa Valley in the northeast corner of the state of Oregon with communities in the southeast of the neighboring state of Washington.

   1. The Wallowa Valley and the Umatilla National Forest have close economic ties with the communities of Walla Walla and Pasco in the southeast corner of the state of Washington. These ties are maintained over this route.

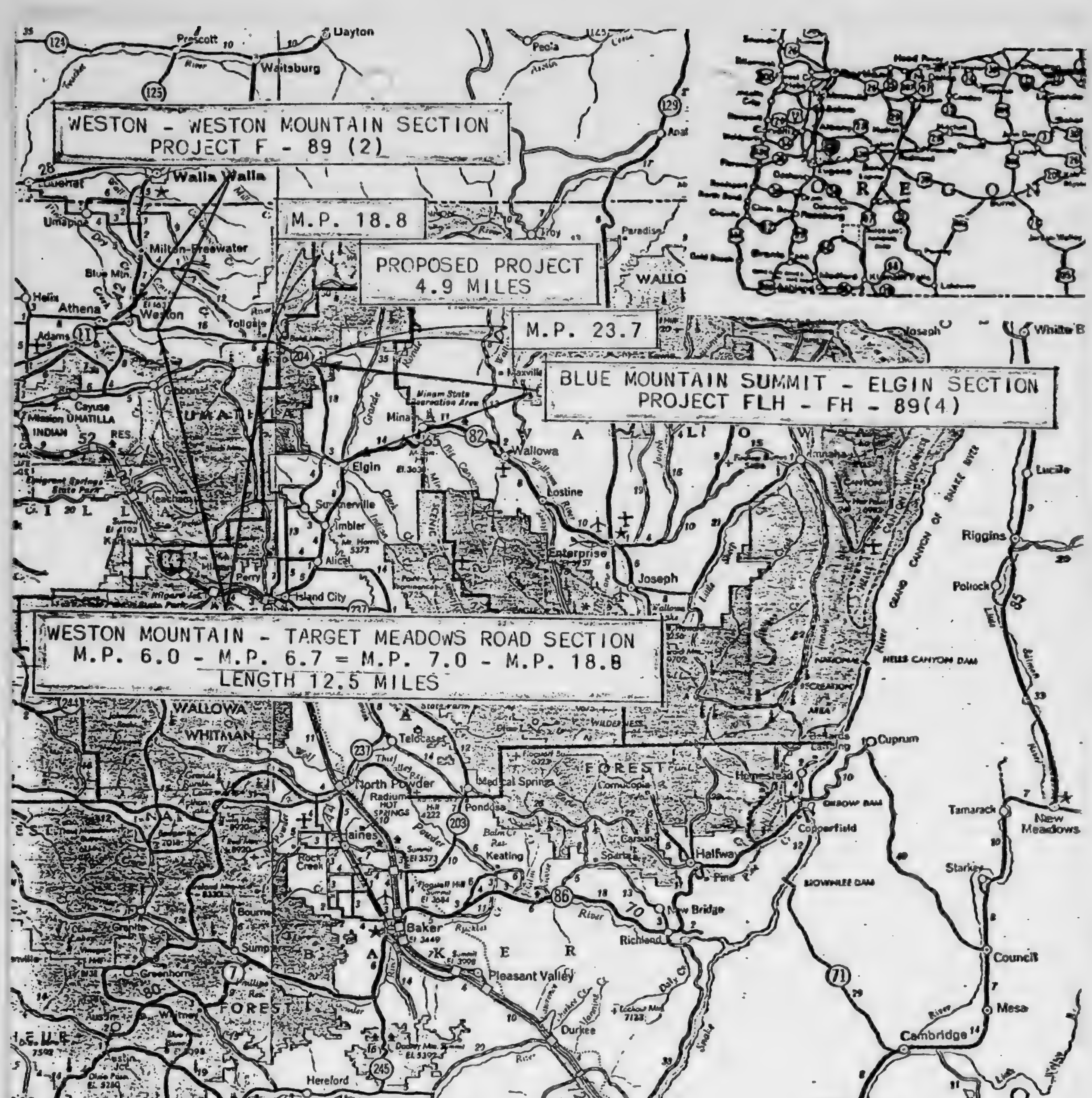
   2. This route is an important recreation route. It provides access to prime deer and elk hunting areas. It provides access to numerous camping, fishing and hiking areas. In the winter months this route is used extensively by skiers and other winter sports enthusiasts. This route is also the most direct route for the residents of South Eastern Washington to the Hells Canyon National Recreation Area, Hells Canyon Wilderness and Eagle Cap Wilderness.

   3. This highway is parallel to U.S. Route 12 which is in South Eastern Washington and Interstate I-84 which lies about 20 miles southerly in North Eastern Oregon.

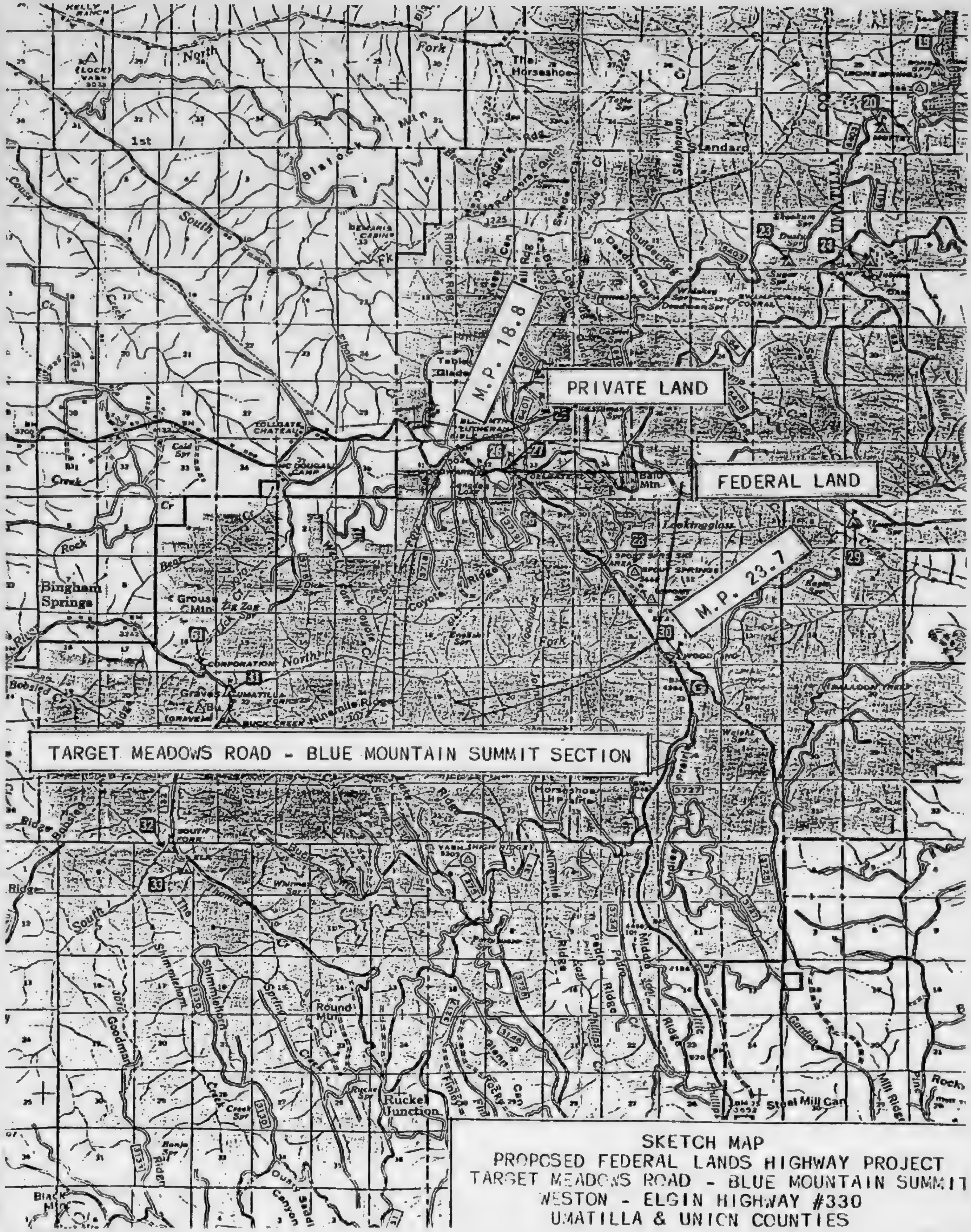
   4. The terrain between this highway and the adjacent parallel routes is extremely precipitous, which leaves this highway route as the only practical access to a large portion of the Umatilla National Forest and the communities whose economies depend in part on the timber resources from these lands.

5. The "State Highway System Preservation Report, January 1983" lists the subject pavement section as very poor. It is imperative that the proposed construction be completed at the earliest possible date in order to maintain a satisfactory level of service.

The field survey for this project is expected to be completed in June 1984. The design being advanced is expected to reduce environmental problems to a minimum which will allow advancing the project to P.S.&E. before August 1984. This will allow construction to be completed in 1985.


WESTON - WESTON MOUNTAIN SECTION
PROJECT F - 89 (2)
M.P. 18.8
PROPOSED PROJECT
4.9 MILES
M.P. 23.7
BLUE MOUNTAIN SUMMIT - ELGIN SECTION
PROJECT FLH - FH - 89(4)
WESTON MOUNTAIN - TARGET MEADOWS ROAD SECTION
M.P. 6.0 - M.P. 6.7 = M.P. 7.0 - M.P. 18.8
LENGTH 12.5 MILES
Dayton
Prescott
Waitsburg
Walla Walla
Milton-Freewater
Athena
Weston
Tollgate
Adams
Helix
Cayuse
Gibbon
Maxville
Minam
Elgin
Summerville
Imbler
Alicel
Island City
Perry
Wallowa
Lostine
Enterprise
Joseph
Imnaha
Riggins
Pollock
Lucile
Telocaset
North Powder
Haines
Medical Springs
Pondosa
Keating
Baker
Pleasant Valley
Sparta
Halfway
Copperfield
Cuprum
Homestead
Richland
New Bridge
Durkee
Sumpter
Greenhorn
Whitney
Hereford
Bridgeport
Unity
Rye Valley
Weatherby
Lime
Huntington
Ironside
Brogan
Jamieson
Bonita
Weiser
Midvale
Cambridge
Council
Mesa
Tamarack
New Meadows
Starkey
HELLS CANYON DAM
OXBOW DAM
BROWNLEE DAM
WALLOWA
WHITMAN
FOREST
O R E G O N

SKETCH MAP
PROPOSED FEDERAL LANDS HIGHWAY PROJECT
TARGET MEADOWS ROAD - BLUE MOUNTAIN SUMM
WESTON - ELGIN HIGHWAY # 330


M.P. 18.8
PRIVATE LAND
FEDERAL LAND
M.P. 23.7
TARGET MEADOWS ROAD - BLUE MOUNTAIN SUMMIT SECTION
North
Fork
The Horseshoe
1st
Blalock
Mtn
Standard
South
Fk
Table Glade
McDougall Camp
Cold Spr
Bald Mtn
Lookingglass
Spout Springs
Bingham Springs
Grouse Mtn
Zig Zag
Corporation
Graves
Umatilla Forks
Buck Creek
Ninemile Ridge
Coyote
Ridge
Woodward
Horseshoe Prairie
South Fork
Elk
Whitney Spr
Round Mtn
Shimmiehorn
Goodman
Spring
Creek
Rucker Junction
Steel Mill Can
Mill Ridge
Gordon
Middle
Ridge
Rock
Creek
Bobsled
Ridge
Black Mtn
Dusty
Canyon

SKETCH MAP
PROPOSED FEDERAL LANDS HIGHWAY PROJECT
TARGET MEADOWS ROAD - BLUE MOUNTAIN SUMMIT
WESTON - ELGIN HIGHWAY #330
UMATILLA & UNION COUNTIES

9834

June 12, 1984

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

CON 5
#9834

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9834 for work on the Blue Mountain Summit-Elgin Section of the Weston-Elgin Highway in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Encl.

cc: Safeco Insurance Companyoof America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Jan Peterson
Robert Hector
Bobby Johnson

MORSE BROS.
Highway Construction Group

May 25, 1984

Office of Commission Services
State Transportation Building, Room 121
Salem, OR 97310

#9834

Subject: Blue Mountain Summit - Elgin
Minority Business Enterprise Contract Provisions.

In accordance with Supplemental Required Contract Provisions, with respect to MBE/DBE Utilization on the above referenced project, Morse Bros., proposes to subcontract the following:

1) Romero/Cabrera Sign Construction Co.
11375 S.W. Lakewood Court
Tigard, OR 97223

Jose Romero
620-3851

BID ITEM	QUANITY	UNIT PRICE	EXTENSION
3	827	6.90	$ 5,706.30
4	11	40.00	440.00
5	425	3.50	1,487.50
6	90	12.00	1,080.00
7	10	7.00	70.00
43	1	90.00	90.00
44	3	250.00	750.00
45	3	40.00	120.00
		Total Subcontract	$ 9,743.80

2) Dirt & Aggregate Interchange, Inc.
20905 N.E. Sandy Blvd.
Troutdale, OR 97060

Henrey Pelfrey
661-5091

BID ITEM	QUANITY	UNIT PRICE	EXTENTION
1	L.S.	3,000.00	$ 3,000.00
36	9925	8.90	88,332.50
37	34	270.00	9,180.00

BID ITEM	QUANITY	UNIT PRICE	EXTENSION
38	34	85.00	$ 2,890.00
41	540	19.50	10,530.00
42	40	11.60	464.00
		Total Subcontract	$114,396.50

Total of MBE/DBE Subcontracts = $124,140.30

$$\text{DBE \%} = \frac{124{,}140}{3{,}290{,}423} = 3.7\%$$

If you have any questions regarding this information, please contact myself or Brad Dennis at this office, Phone 928-6491.

Sincerely,

MORSE BROS. INC.

Stan Barton
Sales Manager

mec

RECEIVED
MAY 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9834 +

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

CON 5

DATE: June 4, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. FLH-FH-89(4)

Contract 9834, Work Completed September 30, 1984

Project Blue Mountain Summit-Elgin

Highway Weston-Elgin

County Union

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 22, 1984

G. K. Hoover
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JUL 18 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

BMW:mk

cc: H. S. Coulter ✓
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

CE__ CAE__ RECEIVED LS__ TC__
COE__ OM__ SA__ CC__
OE 2 JUL 16 1985 FE__ CP__
CA__ PQC__
CAM__ CONSTRUCTION QCS__
EEO__ SECTION FILE__

NOTED
H.S. COULTER

734-2023 (2-85)

June 4, 1984

David T. Kirkland
Kirkland & Coughlin
5602 14th Avenue N.W.
Seattle, WA 98107

LEG

Blue Mountain Summit-Elgin Section
Union County
FAP FLH-FH-89(4)

North Powder-Baldock Slough
Baker County
FAP IR-84-7(6)284

[illegible]
FR-37,
Res 5
Waste

Your May 17, 1984 letter on behalf of Pozzolanic Northwest requested revisions to the contract documents on two projects -- Blue Mountain Summit-Elgin and North Powder-Baldock Slough. These projects are under contract and it is inappropriate to consider a contract modification at this time.

In the past, there have been discussions with Pozzolanic Northwest on the potential use of flyash as a partial substitution for cement. We have performed limited testing of flyash and its impact on mix design parameters, properties and long-term performance. We believe that any admixture such as flyash must be tested with job site materials under job conditions in advance of construction to determine its ability to produce the desired properties in the finished concrete.

For this reason, we are in no position to authorize use of flyash on the two projects mentioned above. Perhaps additional testing in the future will result in its use on selected projects.

H. S. Coulter
State Highway Engineer

bc E. S. Hunter
Walt Hart
Jack Sullivan (Enc.)
Steve Macnab "

WJH:jrb/ESH:ja

KIRKLAND & COUGHLIN

D. T. KIRKLAND

LAWYERS
5602 14TH AVENUE N.W.
SEATTLE, WASHINGTON 98107
AREA CODE (206) 789-0135

T. D. COUGHLIN

May 17, 1984

RECEIVED
TECHNICAL SERVICES
MAY 22 '84
REFER TO
Flant
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

RECEIVED
STATE HWY ENGR
MAY 21 '84
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

NOTED
E. S. HUNTER

H. S. Coulter
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

RE: FAP #IR-84-7(6) 284
RE: FAP #FLH-FH-89(4)

Dear Mr. Coulter:

Pozzolanic Northwest is a flyash distributor in the State of Oregon and asked me to contact you regarding the above projects inasmuch as the solicitation for bids in connection with the projects did not, in either case, indicate to bidders that flyash could be used as a partial substitute for cement.

It is my understanding that representatives of Pozzolanic Northwest have had extensive contacts with representatives of the Department of Transportation over the last several years, that the Highway Division has done extensive testing of flyash for use in highway construction, and that the Department has used flyash on some occasion.

Section 6002 of Resource Conservation Recovery Act requires use of certain recovered materials under certain conditions. Regulations issued by the Environmental Protection Agency (40 CFR Part 249) specifically designates flyash as a recovered material for which affirmative procurement action is required in connection with expenditures of federal funds for concrete and concrete products. Enclosed is a copy of the final procurement guideline issued by the EPA which sets forth the background of the act, extensive information about flyash use, and, at page 4230, the name, address and phone number of the principal federal administrator.

Please note that at page 4231 of the enclosed copy of the Federal Register, Volume 48, No. 20 flexibility is allowed in meeting the requirement for permitting the use of flyash and that there is no specific requirement that authorization of the use of flyash be referred to in the request for bids. However, when, as in the two projects noted above, no specific affirmative action is taken to permit the substitution of flyash for part of the cement in the request for bids, some alternative affirmative action must be taken under the terms of the act and regulations.

It is my understanding that the Union County-Blue Mountain Summit-Elgin Section job is currently out for bid and that the bid document itself does not reflect that partial substitution of flyash for cement is permissable. With respect to that job I request that a notice be given to all potential bidders indicating that flyash substitution is permitted.

RECEIVED
MAY 23 1984
BRIDGE SECTION

In connection with the Baker County-North Powder-Baldock Slough project I understand that bids are already in and I request, (as directed by the act and promulgating regulations) that a specific affirmative effort be made to permit the contractor to substitute flyash as appropriate. In connection with these requests I refer you both to Mr. John Heffelfinger, Hazardous and Industrial Waste Division, Office of Solid Waste, U.S. Environmental Protection Agency, 401 M Street, S.W., Washington D.C. 20460 (202) 382-4761 for further information and to page 4246 of the enclosed Volume 48, No. 20, Federal Register referring to the availability of private remedies under Section 7002 of the Resource Conservation and Recovery Act of 1976. Unless I can be assured of good faith compliance with the legal requirements described in the enclosed materials, my clients will instruct me to take such actions or bring such suits as may be necessary to obtain compliance. I would therefore appreciate a thorough and thoughtful response to the above requests at your earliest convenience and, in particular, I would caution against letting any final contract on the Baker County-North Powder-Baldock Slough project without provision for the use of flyash.

Pozzolanic Northwest also advises me that permitting the use of flyash typically saves the procuring agency a substantial amount of money as well as producing a better product. This potential cost saving, even standing alone, would appear to justify any necessary additional effort necessary to correct the outstanding request for bids on the Union County-Blue Mountain project and to negotiate a bid change at the time of letting the contract on the North Powder - Baldock Slough project.

I would appreciate a copy, or copies, of any request for bid change notice or contract modification reflecting the above requirements.

Thank you.

Yours very truly,

David T Kirkland

David T. Kirkland

DTK:sd
ENC.
cc: Pozzolanic Northwest, Inc.

federal register

Friday
January 28, 1983

Part IV

Environmental Protection Agency

Cement and Concrete Containing Fly Ash; Guideline for Federal Procurement

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 249

[SWH-FRL 2176-8]

Guideline for Federal Procurement of Cement and Concrete Containing Fly Ash

AGENCY: Environmental Protection Agency.

ACTION: Final guideline.

SUMMARY: The Environmental Protection Agency (EPA) is today issuing final guidelines for the Federal procurement of cement and concret containing fly ash, implementing Section 6002(e) of the Resource Conservation and Recovery Act of 1976, as amended (RCRA). Section 6002 of RCRA requires procuring agencies using appropriated Federal funds to purchase items composed of the highest percentage of recovered materials practicable. Section 6002(e) instructs EPA to prepare guidelines to assist procuring agencies in complying with the requirements of Section 6002.

This guideline designates cement and concrete containing fly ash as a product area for which affirmative procurement actions are required, in accordance with Section 6002. Fly ash is a component of coal resulting from its combustion, and is the finely divided mineral residue which is typically collected from boiler stack gases. The guideline provides recommendations to procuring agencies which are expected to stimulate greater recovery and reuse of fly ash.

The preamble to the guideline explains EPA's regulatory strategy for fulfilling its responsibilities under Section 6002 of RCRA.

DATE: Effective February 28, 1983.

ADDRESS: Single copies of the final guideline, and RCRA, are available from:

RCRA Hotline (800) 424-9346 (In the Washington, D.C. area call 382-3000)

Public Docket: The public docket for this guideline is located in: Room S269C, U.S. Environmental Protection Agency, 401 M Street, SW., Washington, D.C. 20460, and is available for viewing 9:00 a.m. to 4:00 p.m. Monday-Friday excluding holidays.

FOR FURTHER INFORMATION CONTACT: John Heffelfinger, Hazardous and Industrial Waste Division, Office of Solid Waste (WH-565), U.S. Environmental Protection Agency, 401 M Street, SW., Washington, D.C. 20460; (202) 382-4761.

SUPPLEMENTARY INFORMATION: Proposal and Comments: The proposed guideline was published on pages 76906-76921 of the **Federal Register** of November 20, 1980, and invited comments from the public on its contents until January 15, 1981. At the request of some commenters the comment period was reopened until January 30, 1981. Notice of reopening of the comment period was published on pages 9132-9133 of the **Federal Register** of January 28, 1981. A total of 161 written comments were received on the proposed guideline, including 12 late comments. This is in addition to oral comments received at the public hearing held on January 8, 1981 at EPA Waterside Mall, where approximately 75 persons attended and 21 presented formal testimony. The public docket for this guideline is available for viewing as mentioned above.

Introduction

Purpose and Scope

The Environmental Protection Agency is today promulgating the first of a series of guidelines designed to encourage the use of products containing recovered materials. Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act of 1976, as amended ("RCRA" or "Act"), 42 U.S.C. 6962, requires Federal, State, and local procuring agencies using appropriated Federal funds to purchase items composed of the highest percentage of recovered materials practicable. EPA is required to prepare guidelines to assist procuring agencies in complying with the requirements of Section 6002.

This preamble also explains EPA's regulatory strategy for fulfilling its responsibilities under Section 6002 of RCRA.

RCRA

The objectives of the Resource Conservation and Recovery Act are the protection of human health and the environment and conservation of valuable material and energy resources. The Act sets forth a national program to achieve these objectives by improving solid waste management practices. The provisions of the Act include: (1) Requirements for control of the generation, transportation, treatment, storage, and disposal of hazardous wastes, (2) establishment of environmentally sound disposal practices for all wastes, and (3) investigation and creation of incentives for resource recovery and conservation activities. These activities are to be carried out through a cooperative effort among Federal, State, and local governments, as well as private industry.

Requirements of Section 6002

Section 6002 of the Act, titled Federal Procurement, directs all procuring agencies which use appropriated Federal funds to procure items containing the highest percentage of recovered materials practicable, given [illegible] reasonable levels of competition, [illegible] availability, and technical performance are maintained. This requirement applies only to those products which are designated by guidelines issued by EPA under Section 6002(e). Further, only items where the purchase price of the item exceeds $10,000, or where the quantity of such items purchased during the preceding year exceeded $10,000, are subject to these purchasing requirements.

Federal procuring agencies responsible for drafting or reviewing specifications are required to review and revise specifications for products in order to eliminate any discrimination against the use of recovered materials. They are to remove specifications requiring that items be manufactured from virgin materials, and remove prohibitions against the use of recovered materials.

Vendors are required to estimate the percentage of recovered materials utilized for the performance of the contract and to certify that it is at least the amount called for by the specifications or other contractual requirements.

Section 6002 gives the Environmental Protection Agency responsibility for promulgating guidelines to assist procuring agencies in carrying out these requirements. The EPA guidelines are to designate those products which can be produced with recovered materials and whose procurement by procuring agencies will fulfill RCRA objectives. EPA guidelines are to provide specific recommendations with respect to the procurement of products containing recovered materials. In conjunction with the Office of Federal Procurement Policy in the Executive Office of the President, EPA has responsibility for implementing the policy and program at all levels of government.

Section 6002 is aimed at achieving the materials conservation goal. Its clear objective is to use the economic incentive of Federal procurement to increase the recovery of solid waste materials. Federal procurement of products made from recycled materials can demonstrate their technical and economic viability as they are used by Federal, State and local agencies.

Guideline for Federal Procurement of Cement and Concrete Containing Fly Ash

Purpose

The purpose of this guideline is to increase the use of cement and concrete containing fly ash which is purchased with Federal funds. Fly ash is a by-product of coal combustion. Its increased use in cement and concrete will help reduce this source of solid waste. At the same time this will conserve both significant amounts of energy and natural resources used in making cement. Cost savings can be achieved while providing a product that can be equivalent or even superior to cement and concrete made using only virgin materials.

This guideline will increase the demand for recovered fly ash in federally-funded construction. This increased demand should improve the marketability of fly ash and promote wider acceptance of it as a cement substitute and concrete additive. This together with the cost savings of fly ash in local markets may result in its more widespread use in non-federally funded construction as well.

Contents of the Guideline

This guideline designates cement and concrete, including concrete products such as pipe and block, containing fly ash as a product area for which procuring agencies must exercise affirmative procurement under Section 6002 of RCRA and presents recommendations for carrying out the requirements of Section 6002 with respect to fly ash used in cement and concrete. RCRA defines procuring agencies to include not only Federal agencies, but also State and local agencies, grantees, and contractors which are using Federal funds to purchase cement and concrete.

Section 6002 of the Act sets forth certain requirements for procuring agencies. These requirements include: (1) Eliminating from specifications any discrimination against the use of recovered materials; (2) purchasing products which contain recovered material if reasonable levels of technical performance, cost, availability, and competition can be achieved; and (3) obtaining certification from suppliers that they have met any minimum contractual requirements for including recovered materials.

To assist procuring agencies in achieving compliance with these requirements, this guideline recommends that procuring agencies which purchase cement or concrete adopt a procurement approach which specifically allows that fly ash can be used as an optional or alternate material in the performance of the contract, either in a blended cement or as an admixture in concrete. This recommendation applies except in those cases where the use of fly ash would be technically inappropriate.

Flexibility is allowed procuring agencies in meeting this recomendation. For example, some agenices may prefer to allow for fly ash use through changes in contract specifications, with the option to use fly ash left to the discretion of the successful offeror. In other cases, agencies may prefer an alternate bid approach, and solicit bids for portland cement or concrete alone, and for portland cement or concrete containing fly ash.

In addition, this guideline recommends that procuring agencies revise their guide specifications and design guidelines to ensure that fly ash use is allowed, except where technically inappropriate. It suggests certification procedures which utilize the existing review and approval mechanisms already imposed by procuring agencies.

Phased-in implementation, with specification changes to be made in the first year after publication of this guideline and purchases to begin in the second year, is recommended.

Explanation of Current Regulatory Approach

General vs. Specific Guidelines

Soon after EPA undertook the effort to prepare procurement guidelines, it became clear that guidelines could not be developed for all 50,000 Federal product specifications and standards. EPA did not have the resources to review all 50,000 Federal product specifications and make decisions on what percentage of recoverable materials is technically and economically feasible, available in a reasonable amount of time, and produced by enough companies to guarantee that competition is maintained.

The Solid Waste Disposal Act Amendments of 1980 (Pub. L. 96-482) require a product-specific approach in issuing guidelines. These amendments key all of the purchasing requirements of Section 6002(c) to the preparation by EPA of guidelines for particular products and direct EPA to "designate those items which are or can be produced with recovered materials and whose procurement by procuring agencies will carry out the objectives of (Section 6002)."

Statute Requirements vs. Guidelines

A few commenters on the proposed guideline expressed confusion over the relationship between the requirements of Section 6002 and the recommendations of the guidelines. They asked for clarification of whether the recommendations contained in the guidelines must be adhered to.

EPA is of the opinion that the guidelines are, in general, voluntary. They contain recommendations for achieving compliance with the mandatory provisions of the statute, i.e., Section 6002. The mandatory provisions of the statute for a particular product area are triggered, for the most part, by EPA's designation of that product under Section 6002(e).

Although the guidelines contain recommendations rather than requirements, EPA is of the opinion that compliance with the guidelines constitutes compliance with the statute. However, there may be alternative methods of complying with the statute, not specifically addressed by the guidelines. As long as compliance with the intent of Section 6002 can be established, these alternative methods should be considered acceptable.

Criteria for Selection of Product Areas

In the proposed guideline, EPA proposed criteria to aid in the selection of product areas for which guidelines will be prepared. These criteria were:

(1) The waste material must constitute a significant solid waste management problem due either to volume, degree of hazard or difficulties in disposal;

(2) Economic methods of separation and recovery must exist;

(3) The material must have technically proven uses; and

(4) Federal purchasing power for the final product must be substantial.

In the main, these criteria incorporate all of the factors which the Solid Waste Disposal Act Amendments require EPA to consider in selecting products for the issuance of guidelines.

Some commenters suggested adding to or revising these criteria. One commenter suggested a criterion that the recycled product must not displace a currently recycled product, for example, home scrap as reused within a steel mill. EPA agrees in principle that by designating a product for affirmative procurement actions, a currently recycled product should not be precluded from use. By taking the product-specific approach which is required by Section 6002, sufficient investigations would be performed to assure that this does not occur. We should add, however, that the definition of "recovered material" contained in RCRA "* * * does not include those materials and by-products generated from, and commonly reused within, an original manufacturing process." Thus, home scrap would not qualify as a recovered material for purposes of Section 6002.

Other commenters suggested that energy conservation be included as a criterion for product selection. EPA believes that while use of waste materials may indeed conserve energy, the overriding thrust of Section 6002 must be the impact on solid waste. Thus, it would be inappropriate to reject products from consideration which could result in a significant impact on the solid waste stream, but for which a slight increase in energy consumption would result. Likewise, if significant energy reductions could be achieved while having little or no impact on the solid waste stream, it would be inappropriate for EPA to issue procurement guidelines under Section 6002.

One commenter suggested revising the criterion of Federal purchasing power from being "substantial," to "a great deal." In considering this comment as well as suggestions for additional product areas for the issuance of guidelines, it became apparent that the criterion should focus on the extent to which the Federal government can affect use of waste materials through the procurement guideline mechanism. In some cases, changes resulting from direct purchasing with Federal funding may not be as significant as changes which may take place at State and local levels, and in the private sector, due to the "ripple effect" which changes in Federal procurement practices may have. Therefore, the fourth criterion has been revised to read as follows:

> (4) The Federal government's ability to affect purchasing or use of the final product or recovered material must be substantial.

One commenter suggested inclusion of a criterion for uses which may be expected to develop in the future. EPA rejected this suggestion because it is in opposition to the fundamental concept that the guidelines can only designate products which are technically and economically proven, and available in a reasonable period of time from enough persons to assure that competition is maintained. Other governmental programs may be aimed at demonstrating, for example, the technical feasibility of using a waste material in lieu of a virgin material in a pilot-scale project. Such use may be further developed in the future. However, the mechanism of Federal procurement guidelines is inappropriate for such product development efforts. For the guidelines to be effective, products must have been fully developed and somewhat available, but suffering from resistance to their use. Experimental or developmental products do not fall into this category.

Product Areas Currently Under Study

With these criteria in mind, EPA has chosen four major product categories for the issuance of guidelines under Section 6002. These categories are cement and concrete containing fly ash, recycled paper products, spent pickle liquor from steel finishing processes as used in wastewater treatment operations, and highway construction products containing recovered materials, particularly lime-fly ash-aggregate road base and subbase mixtures. The issuance of a guideline for composted sewage sludge, as mentioned in the proposed guideline, has been deferred, due to higher priority commitments within EPA at the present time. EPA expects additional candidate products to surface through its industry solid waste studies program. As guidelines are completed in these areas, additional product areas may be selected for issuance of guidelines.

Some commenters suggested additional product areas which EPA should include in this and/or future guidelines. These products include petroleum products, petrochemicals, waste oil, metals, glass, tires, polyester bottles, salvaged materials, wood ash or coal/wood ash, and lead blast furnace slag.

These comments were not accompanied by any documentation as to how they meet the criteria for selection of product areas, as EPA specifically requested in the preamble to the proposed guideline. No information was presented as to why these products are good candidates for the procurement guidelines program. However, EPA has studied or considered some of these product areas for the issuance of guidelines. The only currently viable candidate on the list appears to be waste oil, i.e., Federal purchasing of rerefined oil. A guideline may be issued for this product area after completion of the already planned guidelines mentioned above.

Two major categories of metals, aluminum and ferrous scrap, have been considered for procurement guidelines and rejected. Aluminum does not constitute a significant solid waste management problem. Recycling programs implemented by the major aluminum producers during the past decade have had a significant impact on the major source of aluminum scrap—the aluminum can. So valuable has this material become that its price has risen well over 100% during the past five years. Federal involvement would do little to promote further aluminum recycling, where the marketplace has already responded based on economics.

With regard to recycling ferrous scrap, although it is certainly technically and economically feasible, EPA has determined that the Federal government possesses very little ability to influence the amount of scrap which is currently recycled, through the procurement guidelines program. One reason for this is the technical capability of steel furnaces to use scrap. Basic oxygen and electric-arc furnaces currently are operated very close to their maximum technically feasible scrap utilization levels. The open hearth furnaces, on the other hand, have the capability to use additional amounts of scrap. This has been demonstrated in the past, where scrap has served essentially as the surge material when demand for steel increases. However, open hearth furnaces are slowly being phased out and replaced by basic oxygen and electric-arc furnaces. Open hearth furnaces account for less than 15 percent of domestic steel production today, compared to over 40 percent in 1969. Any expansion of production in the steel industry will take place by way of electric-arc and basic oxygen furnaces, which technically must use certain levels of scrap. Thus, Federal involvement would do little to promote further recycling of this material.

A second major reason for not issuing a guideline for ferrous metals is the number of distribution levels through which steel products must pass before receipt by the government. The criterion that the Federal government be in a position to affect purchasing of a recovered material product depends very much upon how directly the government can deal with the manufacturer of the product. For most of the products EPA has considered for the issuance of guidelines, the government purchases directly from the manufacturer or at most, from one intervening level. Although the government purchases such steel-containing products as automobiles, desks, and file cabinets, these are obtained from the final product manufacturers or distributors, very far removed from the steel production process. It is unlikely that the Federal government could influence raw materials utilization practices of steel manufacturers, with such reduced leverage, or obtain meaningful certification of recovered material content.

With regard to government purchases of products containing recovered glass, the above discussion regarding levels of distributors applies here. The government purchases fabricated products which contain glass as one component or are packaged in glass. However, the government possesses very little leverage over the raw materials utilization decisions of glass manufacturers in such situations. There are some potential uses of recovered glass in construction products, such as in brick manufacture or as an aggregate in concrete block or in asphalt concrete. However, these applications have not yet proven themselves to be technically or economically viable enough to be commercially available for the purpose of Federal procurement.

Another waste material, tires, has potential for utilization. One promising application is the use of crumb rubber from waste tires in an asphalt-rubber mixture in highway construction. Such uses are referred to as stress absorbing membranes, involving a thin layer of asphalt-rubber used as surface material with chip seals or as an interlayer with a surface overlay. Asphalt-rubber has been demonstrated to be effective in preventing certain types of pavement cracking by improving the elasticity of the pavement and reducing the susceptibility of the pavement to temperature changes. However, technical feasibility and availability have not yet been demonstrated in wide areas of the country. Further, on an initial cost basis, asphalt-rubber systems appear to be more expensive than conventional pavements, although on a life-cycle cost basis asphalt-rubber may be less expensive. Insufficient data at the present precludes accurate cost comparisions.

This product area is one for which EPA may issue a procurement guideline in the future, as technical, economic, and availability factors are resolved. In the meantime, agencies responsible for highway construction programs at the Federal, State, and local level are urged to investigate the potential for use of asphalt-rubber through further demonstrations and evaluations in their particular regions.

With regard to using salvaged materials, i.e., used brick, old concrete crushed for aggregate, etc., no procurement guidelines are currently envisioned. Construction debris such as this has not been demonstrated to be a significant solid waste problem. This generally inert material is usually disposed of on contractor-owned land and not in municipal landfills where it would consume sorely needed landfill space. Further, reuse of such materials, while potentially very desirable, is likely confined to project specific situations which lend themselves to this practice.

The suggestion for using wood ash or combinations of coal ash and wood ash for concrete, in similar fashion to fly ash from coal combustion, is not considered legitimate. It fails to recognize that fly ash must possess certain chemical and physical properties in order to react successfully in a concrete mix. While no documentation was provided, it is highly unlikely that wood ash or coal/wood ash possess these same properties.

Rationale for Choosing To Issue Guideline Pertaining To Fly Ash

Fly ash used in cement and concrete was chosen as a product area where Federal purchasing power could significantly increase the use of a recovered material. The following discussion demonstrates that fly ash meets the product selection criteria.

(1) Significant Solid Waste Problem

Fly ash is the term used to describe an ash component of coal which results from the combustion of coal. The vast majority of fly ash is produced in electric power generating plants, where powdered coal is burned to produce steam to drive the turbines. Fly ash, which is a finely divided mineral residue, is conveyed out of the boiler along with the stack gases. It is then collected from the gases by various means, including electrostatic precipitators, mechanical precipitators, cyclone separators, bag houses and scrubbers. It is stored in silos, awaiting reuse or disposal, or it may be conveyed directly to a disposal area. Fly ash typically represents about 70 percent of the ash generated by coal combustion, with coarser and heavier bottom ash accounting for the remaining 30 percent.

During 1979, 57.5 million tons of fly ash were generated, with over 82 percent disposed of as waste. The quantities of fly ash requiring disposal will increase dramatically during the 1980's with the construction of additional coal burning power plants. Estimates are for fly ash generation to be 70–80 million tons annually by 1985.

Current disposal practices for fly ash can have a negative effect on water quality (surface and groundwater contamination), air quality (increased dust), land use, noise, and aesthetic value.

(2) Feasible Methods of Recovery

Economically feasible methods exist for recovery of the fly ash waste stream. Electrostatic precipitators or mechanical collection devices separate fly ash from boiler stack gases. More than two-thirds of the coal-fired generating stations have collection and loading facilities for fly ash. However, the majority of fly ash currently is combined with bottom ash, boiler slag, and/or scrubber sludge for disposal, making future recovery for cement and concrete use difficult and more expensive.

(3) Technically Proven Uses

Cement is a powder-like manufactured mineral product, usually gray in color. Cement is mixed with water and sand, gravel, crushed stone, or other aggregates to form the hard substance known as concrete. Cement is not used by itself for construction but is a component of concrete.

Cement is produced by first grinding a carefully proportioned mixture of raw materials such as limestone, silica, sand, clays, and iron ore. The mixture is heated in huge rotary kilns at temperatures approximating 1500°C (2700°F), where chemical reactions take place. The resulting marble-size pellets, or clinker, are ground with a small amount of gypsum (to control setting and hardening) to produce an extremely fine powder, known as "portland" cement. Portland cement is a generic term used to describe a particular type of inorganic hydraulic cement. A hydraulic cement is a cement which will combine with water and harden.

a. *Raw Material.* Several commenters pointed out that fly ash can be used as a raw material in the initial production stages of cement. Fly ash can be a source, for example, of iron and silica needed for cement manufacture. As such, fly ash can be used as a supplementary raw material feedstock which is proportioned with other raw materials and burned in the kiln to form clinker, which is then ground to produce cement.

Fly ash used in this manner loses its identity and becomes an integral part of the cement. Portland cement from such production is tested and certfied according to ASTM standard C150 prescribed by the American Society for Testing and Materials. It is stored, transported, marketed, and used in the same manner as cement produced without using fly ash as a raw material. Such cement is generally not identified as being produced from fly ash.

Fly ash used as a raw material completely loses its identity by undergoing chemical reactions with other cement constituents, allowing further amounts of fly ash to be incorporated into the cement, either to produce a blended cement containing fly ash, or as an admixture in concrete, as discussed below.

Although EPA strongly encourages the use of fly ash as a raw material in the production of cement, we feel it is unnecessary to recommend any changes in specifications, purchasing practices, or certification procedures for this application. The standard specification for portland cement, ASTM C150, currently allows for fly ash use in this manner. Solicitations typically request ASTM C150 as the controlling specification. Standard certification practices exist in the industry. Further, the extent to which fly ash can be used as a raw material is highly plant-specific, depending upon the mineral resource needs of any particular manufacturing plant. Thus, no Federal intervention is deemed appropriate for this application.

b. *Blends and Admixtures.* Although not cement itself, fly ash has the property of cementation when combined with lime and water, and this can complement the cementing action of portland cement. Fly ash combines with the water-soluble lime generated during the reaction of portland cement with water, and forms insoluble cementitious compounds. This cementitious property gives fly ash two primary uses: as an ingredient in blended cements, and as a component of portland cement concrete. When used to produce blended cement fly ash is either interground with the portland cement clinker, or blended with the finely ground portland cement powder (or both). When used directly in concrete, fly ash is added to the standard concrete ingredients at the concrete mixing site. Fly ash can be used either as a partial cement replacement in concrete, or as an added ingredient to obtain certain desired concrete characteristics. Almost 3 million tons of fly ash were used in the production of cement or concrete during 1979.

1. *Blended Cement.* Several U.S. cement manufacturers produce a blended cement meeting the standards prescribed by the American Society for Testing and Materials (ASTM) for the use of fly ash in cement. Blended cement containing fly ash is included in ASTM specification C595 and is designated as "Type IP" or "Type I(PM)." Table 1 indicates the extent to which Type IP or Type I(PM) cement can be used as a substitute for ASTM cement Types I through V in general concrete construction.

TABLE 1

ASTM Cement type	Purpose	Substitute by ash
I	General purpose	Yes.
II	Moderate sulfate resistance and heat of hydration.	Yes.
III	High early strength	No.
IV	Low heat of hydration	Yes.
V	High sulfate resistance	Yes.

2. *Concrete Admixture.* Fly ash can also be used directly as an admixture in concrete, as a partial replacement for portland cement. ASTM specification C311 contains requirements for the sampling and testing of fly ash when in this manner. ASTM C618 is the standard specification for the use of fly ash as an admixture in concrete. In addition, the General Services Administration maintains Federal Specification SS-C-1960, which references ASTM C618, with minor differences for sulfur trioxide content, loss on ignition, and the pozzolanic activity index.

c. *Bottom Ash.* Bottom ash is the term used to describe an ash component of coal which results from the combustion of coal. The ash that is not fine enough to go up the stack with boiler gases in the form of fly ash instead solidifies and agglomerates into coarser heavier particles. These coarse particles fall into the ash hopper at the bottom of the furnace. The ash may be generated in a dry state or in molten form, where it is more accurately referred to as boiler slag.

Commenters stated that bottom ash and boiler slag can be used in the production of Type IP, portland-pozzolan cement. The cement is apparently marketed as Type IP and certified in accordance with ASTM C595. In this application, the ash is generally interground with cement clinker to produce blended cement. This application is possible because bottom ash is very similar to fly ash in chemical composition.

EPA feels it is inappropriate to include, at the present time, bottom ash or boiler slag as used in the production of Type IP cement, as a recovered material which is "designated" under this guideline. Although bottom ash and boiler slag generally meet the criteria discussed here as those criteria relate to fly ash, the recommendations which EPA makes in this guideline regarding specification and purchasing of Type IP cement are based solely on investigation related to fly ash. Because this is a relatively minor application at the present time, and in order to minimize confusion, the Agency has not included bottom ash and boiler slag as "designated" materials in § 249.02 of the guideline. However, although the guideline language will continue to reflect emphasis on the use of fly ash, procuring agencies should be receptive to consideration of such bottom ash use, when it arises.

d. *Practical Applications.* Many ready mixed concrete producers and concrete product manufacturers have used fly ash for years, particularly in non-specification jobs where they are responsible for the performance of the product, but are able to choose the material content which will best suit their needs both technically and economically.

Several commenters provided EPA with names of specific projects or types of applications where fly ash has been used successfully in concrete. EPA feels that mention of these applications will be particularly useful to potential users of fly ash, particularly those who may possess doubts as to the legitimacy of using fly ash in concrete. The following list is by no means exhaustive, but indicates general areas where fly ash has been used on a commercial scale.

1. *Structural Building.* Structural concrete containing fly ash has been used extensively in certain regions of the country. Buildings in the Chicago area which contain fly ash include the Sears Tower, John Hancock Center, McCormick Place, Standard Oil Building, Prudential Building, Inland Steel Building, and First Wisconsin National Bank of Milwaukee. Other buildings include the Detroit General Hospital, the Atlanta Hilton Hotel, and the Davis-Bessie nuclear power plant near Toledo, Ohio.

2. *Wastewater Treatment Plants.* Locations of more than a dozen wastewater treatment plants, where concrete containing fly ash was utilized, were provided by commenters. These plants included both municipal and industrial treatment plants. Fly ash is sometimes specified or allowed for use as an alternate to ASTM Cement Types II or V, due to the often improved sulfate resistance which concrete containing fly ash can afford.

3. *Dams.* On a national level, the U.S. Army Corps of Engineers and U.S. Bureau of Reclamation have used fly ash in concrete in various projects, most notably dam construction, for many years. Some of these projects include:

Hungry Horse Dam—1953
Dworshak Dam—1973 (700' high)
Libby Dam—1975 (400' high)
Richard B. Russell Dam—under construction
Tombigbee Riverway—under construction
(series of locks and dams)

A new project on which fly ash is permitted in concrete is the Central Arizona Project, designed to convey water from the Colorado River to the cities of Phoenix and Tucson. The $2 billion project involves construction of over 300 miles of concrete aqueduct and four large pumping stations.

4. *Pavement.* Some State Departments of Transportation have approved fly ash use. For example, the Georgia Department of Transportation (DOT) revised its specifications in 1975 to allow fly ash to be used as a partial cement replacement. Since then, Georgia's DOT has placed over three million cubic yards of fly ash concrete pavement and road shoulders, and is now considering review of the specification to allow for a greater fly ash replacement rate.

5. *Concrete Block.* Many manufacturers of concrete block use fly ash at rates of 20–35% of total cementitious material. Some manufacturers use as much as 50% fly ash when employing high-pressure-steam cured processes.

6. *Concrete Pipe.* Some concrete pipe manufacturers use fly ash to obtain a better material flow in production, and to increase the density and decrease the permeability of their product.

e. *Performance of Fly Ash.* Some commenters pointed out that a distinction should be made between ASTM Class F ashes, obtained from the combustion of bituminous coal, and the ASTM Class C ashes, which are obtained from subbituminous and lignite coals. While both types of fly ash are composed of the same chemical components, the quantity of these chemical components as constituent elements of these two types of fly ash vary. The proposed preamble was primarily limited to a discussion of Class F ash, although some of the statements may be true for Class C. The following discussion has been revised to reflect the differences in performance of the two types of ash where information was available from commenters.

1. *Enhanced Performance.* As discussed in the proposal, the use of fly ash in cement and concrete may enhance the performance characteristics of the final products.[1] These advantages can be summarized as follows:

i. *Greater Ultimate Strength.* Proper mix design will achieve 28-day strength equal to or better than a typical Type I cement. Fifty-six day strength will be superior in almost all cases. In the examples of structural applications listed above, use of fly ash was found to be the most practical and economical method of obtaining high strength mixes.

Class C ash concrete may attain early strengths equal to or greater than concrete utilizing portland cement only. This is likely due to the higher calcium oxide content of Class C ash, leading to more rapid development of cementitious compounds.

ii. *Improved Workability.* Specification fly ash used in properly proportioned concrete mixes improves the pumpability, handling, placing, and finishing of fresh concrete, in part due to the glassy, spherical shape of fly ash particles, which add to the "plasticity" of the mix.

iii. *Reduced Water Requirement.* Due to improved workability, usually less water needs to be added to the mix, resulting in less drying shrinkage and less cracking.

iv. *Lower Heat of Hydration.* Generally, less heat is generated during the chemical reactions between the cement and water, resulting in less thermal cracking—especially important in mass concrete applications such as dams, large beams, retaining walls, and foundations.

When using Class C ash, however, the prolific cementitious reactions which take place due to higher calcium oxide contents may not allow for achievement of lower heat of hydration. This characteristic of Class C vs. Class F should be noted where heat liberation is critical.

v. *Increased Sulfate Resistance.* A proper concrete mix with Class F fly ash will reduce the chemical attacks in concrete from sulfates contained in adjacent soil and groundwater. These reactions cause cracking and eventual disintegration of the concrete. Fly ash forms stable cementitious compounds with certain cement constituents, thus reducing the ability of sulfates to combine with these same cement constituents.

With Class C ash, there apparently is no improvement in sulfate resistance. One commenter claimed that subbituminous and lignite fly ashes generally lead to reduced resistance to sulfate attack in concrete.

vi. *Reduced Alkali-Aggregate Reactions.* Certain aggregates react with the alkalis generated during cement hydration, resulting in disruptive expansion and cracking of concrete. Class F fly ash reacts with these alkalis to form stable compounds, thus preventing or severely reducing the reaction with aggregates and the accompanying detrimental effects.

Commenters on Class C fly ash state it has negligible effect with regard to alkali-aggregate reactions. In any event, standard tests are available to determine if a reaction is likely to occur. This likelihood can be predicted as accurately with fly ash as with portland cement.

2. *Disadvantages.* Several disadvantages which are associated with the use of fly ash can be overcome through proper use.

i. *Variable Physical and Chemical Composition.* Fly ash from different sources can be highly variable in its physical and chemical composition. This variability can be due to several factors, such as coal source, combustion process, and collection method. This problem can be overcome through adequate testing and quality control of the ash. ASTM specifications C595, C311, and C618 should be used as minimum standards for acceptance of fly ash. However, these material standards by themselves will not guarantee satisfactory performance of a concrete mix, just as use of portland cement conforming to ASTM C150 will not assure production of a satisfactory concrete. Proper mix design, selection and quality control of all materials, and expertise in mixing, placing, and finishing of concrete all play a role in achieving satisfactory performance.

The issue of ash variability and quality control was by far the technical issue of most concern to commenters. Many commenters who stated that use of fly ash results in deleterious performance of concrete based their concerns on situations where low quality, non-specification ash might be used in concrete. EPA agrees in principle with these commenters concerns. Therefore, EPA substantially revised the sections of this preamble and guideline entitled "Quality Control," which emphasize the need for quality control and quality assurance procedures on the part of all involved parties, particularly fly ash suppliers and material vendors.

ii. *Unfamiliar Users.* Due to lack of widely publicized and sometimes inadequate data on mix designs (as compared to general purpose concrete), fly ash concrete may be improperly prepared by an unfamiliar user. Mix designs do exist to produce fly ash concrete, and in most cases fly ash brokers/companies will provide manufacturing assistance and engineering design aid. The "References" section of this guideline refers to information on fly ash and its use in cement and concrete. Potential users should familiarize themselves with the information in those publications, and seek assistance from suppliers of fly ash.

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[1] (The properties of cement and concrete which contain fly ash have been examined and documented. A report by the National Bureau of Standards entitled "Fly Ashes in Cements and Concretes: Technical Needs and Opportunities," NBSIR 81–2233, summarizes these properties.)

iii. *Special Storage and Transportation Equipment.* Due to its extreme fineness, fly ash requires the use of storage and conveying equipment with tight fittings. Equipment meeting these requirements is readily available.

iv. *Extended Curing Time.* Mix proportions have been developed which will achieve equal or superior strength to general purpose concrete at all ages, particularly if 10%–30% fly ash is added (not substituted) to a concrete mix, or if a blended cement with up to 10% fly ash content is used. However, when used as a cement replacement, superior strength is often not achieved until the age of 28 days.

As discussed earlier, commenters using Class C ash state that equal or superior strength gains can be achieved at all stages of development.

v. *Increased Demand for Air Entraining Agent.* Inadequate air content in concrete will significantly affect its durability and most likely result in premature deterioration. Fly ash used in blended cements and concrete will often cause an increased demand for air entraining agent. With proper testing and quality control, the need for entrained air can be satisfied. The cost of the additional air entraining agent and quality control is often balanced by the cost savings associated with fly ash use.

Commenters on Class C fly ash indicate that air entrainment is not a problem, due to the lower loss on ignition (LOI) of Class C ashes compared to Class F. The reason for a low LOI is likely not due to any inherent property of lignite or subbituminous coal. Rather, these coals are often burned in newer, more efficient, power plants, resulting in more complete combustion with less residual carbon. One the other hand, many of the power plants in the East burn bituminous coal. These plants are generally older and may combust less efficiently than the generally more modern plants found where the lignite and subbituminous coals reserves are located.

EPA cautions against making air content determinations based on the class of ash. Rather, marketers and users should be concerned with the properties of the particular ash at hand. Both types of ash, regardless of carbon level, can affect air entrainment levels and should be evaluated vis-a-vis compensating air entraining admixture levels. This is because any alteration in the mix properties affecting the fine aggregate particle distribution and heat evolution has an effect on air entrainment.

(3) Federal Purchasing Power

Almost one-half of total U.S. cement consumption is in public construction projects (public buildings, public works, transportation). Since Federal funds account for nearly two-thirds of the funding for public construction nationally, approximately 23 million tons of cement is purchased annually either directly or indirectly with Federal funds. These 23 million tons mark the theoretical universe to which this guideline applies.

The actual figure may be lower, however, as some of these cement applications may not be technically appropriate for the use of fly ash. In addition, some of these Federally funded projects already incorporate fly ash. On the other hand, with the anticipated "ripple effect" of private purchases being influenced by these public purchases, the impact could be substantially increased. For example, commenters indicate in those areas where fly ash is accepted, contractors who use fly ash will tend to use it for all of their projects, public and private, where technically acceptable.

Discussion of Guideline

This section of the preamble summarizes and explains the guideline and its integration with the requirements of Section 6002 of the Act. The guideline recommends practices with regard to specifications, purchasing, and certifications which procuring agencies may employ in complying with the mandatory provisions of Section 6002. Adherence to the procedures suggested in the guideline will be deemed to constitute compliance with Section 6002.

Scope

The scope of this guideline is limited to the use fly ash in cement and concrete, including concrete products such as pipe and block. Several commenters agreed with this limitation. However, as discussed in this Preamble under the section entitled "Technically Proven Uses," commenters indicated that bottom ash and boiler slag are being used in production of Type IP, portland-pozzolan cement. Therefore, when reference is made in this guideline to Type IP or blended cements, bottom ash and boiler slag should be considered by procuring agencies as qualifying for those applications, if manufacturers/suppliers can provide satisfactory technical support.

Many commenters pointed out that fly ash and bottom ash can also be used in many other construction applications, such as road base and subbase material, structural fill and embankment, soil stabilization, grouting, masonry cement, and as lighweight aggregate. However, the technical and economic issues related to these uses of coal ash are sufficiently different to warrant separate consideration by procuring agencies. The Agency intends to prepare guidelines on a product-by-product basis.

Guidelines on the use of fly ash in road bases and subbases are currently being drafted by EPA. The Agency believes such use can result in significant economic and energy savings nationwide. Interested persons should become aware of the recently enacted Federal Highway Administration demonstration program (Project 59) for fly ash in highway construction.

The fact that EPA has not issued guidelines for certain applications of fly ash should not be construed as preventing agencies from investigation and use of such materials. For example, one commenter indicated a history of successful use of fly ash in producing a masonry cement meeting the requirements of ASTM, C91, Standard Specification for Masonry Cement. Such uses are encouraged. Agencies should apply the general provisions of this guideline to such applications, in keeping with the intent of RCRA.

The Agency received comments on and considered expanding this guideline to include the use of granulated iron blast furnace slag in cement and concrete. Although major actions have recently been taken to increase the quality and quantity of granulated slag, EPA does not believe granulated slag is sufficiently available yet to warrant guidelines on a national scale. In addition, iron blast furnace slag is already reused at a very high rate, as aggregate and as fill material. Procuring agencies are strongly urged to apply the general provisions of this guideline in those cases where granulated slag suitable for use in cement becomes available.

Similarly, silica fume, the by-product dust resulting from the manufacture of silicon metal and collected in air pollution control devices, has been studied for its use in cement and concrete. The U.S. Army Corps of Engineers has developed results which indicate that silica fume can be extremely beneficial in increasing the resistance of concrete to sulfate attack, while generally maintaining early strength similar to that of portland cement concrete that does not contain the dust. However, additional technical information and standards need to be developed before this material is used on a national scale. Thus, a specific procurement guideline is not currently envisioned for silica fume.

In the meantime, agencies should apply the general provisions of this guideline in those cases where silica fume or other recovered materials become available. This guideline should not be construed as preventing the procurement of other recovered materials suitable for use in cement and concrete.

Some commenters questioned why the use of shales and other naturally occurring pozzolans is not addressed by this guideline. Because the philosophy of the procurement guidelines program is to encourage recovery and reuse of solid waste materials, consideration of guidelines for natural materials which are not solid wastes is inappropriate.

One commenter suggested that EPA disallow the use of concrete containing fly ash in load bearing structures. In view of the successful structural applications mentioned elsewhere in this guideline, and with no documentation provided by the commenter to support the suggestion, EPA must reject it.

Several commenters requested that EPA exempt precast and prestressed concrete products from the guideline. The main concerns expressed by these commenters were that use of fly ash would cause delays in production of these products resulting in increased costs and loss of competitive edge vis-a-vis substitute products. Commenters stated that energy consumption would increase as a result of raising curing temperatures to achieve needed early strength gains. These commenters also expressed concern over the quality and variability of fly ash, which can affect performance and color of precast and prestressed concrete products.

The basis of these commenters' concerns stems from resistance to "mandatory" use of fly ash, i.e., a recommendation contained in the proposed guideline that procuring agencies solicit bids solely for cement or concrete containing fly ash when, in their judgement, those products were available, cost competitive, and technically acceptable. The commenters claimed this recommendation caused confusion and would lead to blanket requirements that fly ash be used in all precast and prestressed products.

EPA has deleted this recommendation in the final guideline, in favor of an approach which recommends that fly ash use be included in all solicitations, unless technically inappropriate. EPA believes that there are no good grounds for exempting precast and prestressed concrete products from such solicitations. Several commenters stated that fly ash is currently being used by some manufacturers of precast and prestressed concrete, apparently with technical and economic success. EPA believes that persons who are willing and able to use fly ash, while guaranteeing performance of their product, should have the opportunity to do so. Thus, an exemption for this product area is not considered appropriate.

Applicability

The requirements of Section 6002 apply, for the most part, to "procuring agencies." The term "procuring agency" is defined by the Act as "any Federal agency, or any State agency or agency of a political subdivision of a State which is using appropriated Federal funds for such procurement, or any person contracting with any such agency with respect to work performed under such contract." The affirmative purchasing requirements of Section 6002 apply to procuring agencies' purchases exceeding $10,000, or where that quantity of functionally equivalent purchases in the preceding fiscal year exceeded $10,000.

This guideline recommends that any solicitations for purchases of cement or concrete made with Federal funds, either directly or indirectly, specifically allow for fly ash to be used as an optional or alternate material, unless it can be shown that the use of fly ash is technically inappropriate for a particular construction application.

(1) Procuring Agency

(a) *Direct purchases.* With regard to direct purchases, there are several situations to which the Agency believes this guideline should apply. Although the language on applicability in Section 6002 leaves room for interpretation, the Agency believes the recommendations here best describe the intent and practical application of Section 6002.

The first is where a Federal agency or other authority using Federal funds purchases cement, either in bag or bulk form. The agency may use this cement or it may supply the cement to other persons or the cement may be used by persons performing construction services for the agency. An example of this occurs where the Department of Defense, Army, purchases cement for use on a construction job, or its general contractor or subcontractor purchases cement for use on that job.

A second case occurs where ready mixed concrete is purchased directly by a Federal agency. The same scenarios applied to direct purchases of cement apply here. If a Federal agency purchases ready-mixed concrete for its own use or, more likely, if a person under contract to or in support of a Federal agency purchases concrete, then the provisions of this guideline apply.

(b) *Indirect purchases.* Indirect purchases of cement and concrete by Federal or other procuring agencies are subject to this guideline. This is where the coverage of the term "procuring agency" becomes critical. Foremost among indirect consumers of cement and concrete are the Department of Transportation (including the Federal Highway Administration, Federal Aviation Administration, Urban Mass Transit Administration); the Department of Health and Human Services; the Department of Housing and Urban Development; and the EPA itself (wastewater treatment works construction grants program). All these agencies are involved in the Federal funding of construction programs for or through state and local governmental authorities. EPA believes that any purchase of at least $10,000 worth of cement or concrete by States and localities or their contractors, subcontractors, grantees or other persons which is funded by grants, loans, funds or similar forms of disbursements of monies from Federal agencies is subject to the provisions of this guideline.

EPA recognizes that these cases of indirect Federal funding may present the most difficulty for implementation. For instance, while the Federal Procurement Regulations and the Defense Acquisition Regulations control all Federal agencies in the case of direct procurement, each Federal agency establishes its own grant regulations. In addition, agency reviews appear to exert little influence over the composition of materials used in construction activities funded by that agency. An agency's primary interest is that the project performs as intended.

While some commenters expressed support for the above interpretation, other commenters had very differing viewpoints. One commenter, the Federal Highway Administration (FHWA) agreed that its direct procurement program for Federal roads and highways is subject to RCRA Section 6002 requirements. The direct-Federal program includes highway projects on Federally owned lands, such as national parks.

However, the FHWA has taken exception to the inclusion of the multi-billion dollar Federal-aid (Federal Highway Trust Fund) program under Section 6002. FHWA contends that State highway departments operating under the Federal-aid program are not procuring agencies under RCRA because they use State funds rather than appropriated Federal funds for any necessary procurement. A percentage of their expenses is later reimbursed by FHWA if the States have satisfactorily complied with applicable Federal laws, regulations, and FHWA/DOT policies. Thus, FHWA states that guidelines promulgated by EPA are not applicable to the Federal-aid program.

EPA does not agree with the above FHWA interpretation. Although the Trust Fund monies result from the Federal excise tax on gasoline, the monies are appropriated to projects before they are redistributed to the States. Further, these Federal funds are substantially being used for procurement of the highway projects in question. Long-established relationships indicate that States are virtually guaranteed of receiving the Trust Fund monies as long as their projects are approved by FHWA and they comply with the requirements specified by FHWA.

EPA does not believe that the legislative history of RCRA supports such a narrow interpretation of the term "procuring agency." Rather, the intent of RCRA Section 6002 is to use the influence which the Federal government can exert through its purchasing power to stimulate demand for and use of recovered materials. Therefore, EPA is of the opinion that the Federal-aid program for highway construction projects is subject to RCRA requirements. Those persons who believe they will suffer damage as a result of failure by a procuring agency to comply with Section 6002, are urged to review the section of this preamble entitled "Compliance and Monitoring."

(c) *Unrelated purchases.* One commenter suggested a very strict interpretation of the term "procuring agency." This commenter claimed that once an agency uses any Federal funds for any procurement (over $10,000 total), *all* purchases (including non-designated items and those made with non-Federal funds) by it and any entities contracting with it become procuring agencies within the meaning of RCRA.

EPA disagrees with this interpretation. In the statute, Congress defined procuring agency to mean an Agency which "* * * is using appropriated Federal funds for such procurement," thereby signalling an intention to exclude purchases made with non-Federal funds from the explicit reach of Section 6002.

Further, the RCRA amendments, discussed elsewhere in this preamble, key the purchasing requirements of Section 6002 to the "designation" by EPA of certain candidate products by way of procurement guidelines. These amendments were passed, in part, because procuring agencies were pursuing inconsistent policies in attempting to implement RCRA purchasing policies throughout their procurement systems for all of their products. EPA is now given the responsibility for designating those items whose procurement will best carry out RCRA objectives.

Thus, this guideline should not apply to construction activities being performed which are unrelated to or incidental to Federal funding, or which include purchases on non-designated products. An example of an activity unrelated or incidental to Federal funding would be where a contractor performed laboratory experiments and bench-scale tests for the Government under a contract. In order to carry out his responsibilities he may need to expand his existing physical facility or construct a new one. The cement and concrete used in that structure would not be subject to the requirements of Section 6002 or this guideline, even though some of the funds received from Federal contract payments might be used to finance the construction.

Another commenter suggested regional instead of nationwide guidelines. The reason cited was that fly ash of the quality and quantity required for a construction project may not always be immediately available in certain parts of the country. Another commenter requested an exemption for city and county construction projects, citing a lack of expertise on their part.

These two comments serve to emphasize the "chicken and egg" dilemma for many recycled materials. Is fly ash not available because there is no demand or expertise to use it in a particular area, or is there no demand or expertise in those areas because fly ash is unavailable? The purpose of this guideline is to alter the status quo by stimulating demand for fly ash, thereby encouraging its availability and the development of the necessary expertise. EPA feels that by including fly ash in bid solicitations as an alternate or optional material, availability will be determined by whether any bids are received for it. Further, allowing for fly ash use will serve as an incentive to potential users in these areas. Contractors will not make the commitment necessary to use fly ash unless it is more readily accepted. Specifically allowing it to be used provides this incentive.

(2) $10,000 Rule

An important issue is the applicability of the $10,000 rule. Clearly, the guideline applies where a procuring agency directly purchases more than $10,000 worth of cement or concrete during the course of any fiscal year. The rule is complicated, however, if a procuring agency purchases concrete "services," which would not only involve the supply of the product but also placement, finishing, etc. Even more complex is the common case where a contractor is assigned all construction activities for a particular agency project, including subcontracting authority for concrete work. In such cases the actual cost of the cement or concrete may not be readily determinable.

In the proposed guidelines, EPA recommended that the $10,000 limitation include the cost of services related to the purchase of the product as well as to the cost of the product itself, at least in those cases where the separate cost of the materials cannot be practically determined.

EPA received several divergent comments on the issue of including concrete "services" in determining applicability of the $10,000 rule. An equal number of commenters agreed and disagreed with this approach. EPA's purpose in including services in the $10,000 limitation as stated in the proposal, was to allow flexibility to procuring agencies and reduce paperwork which might otherwise occur. The final guideline now leaves it at the discretion of an agency as to whether that agency chooses to separately cost-out all the elements of concrete work for purposes of determining RCRA applicability. In some cases, this calculation may be a simple task, particularly for direct purchases of concrete. On the other hand, it may be virtually impossible to obtain such detailed cost information where a general contractor has responsibility for all work on a project. Agencies may desire to establish procedures for estimating the proportion of a project which is represented by the material costs of cement and concrete.

In any event, EPA urges that agencies keep in mind the intent of RCRA, i.e., increased use of recovered materials, in developing their approach to determining RCRA applicability. Imposition of new paperwork or estimation procedures for this purpose should be avoided. Rather, EPA recommends that fly ash use be specifically allowed in *all* cases, except where technically inappropriate. EPA recommends that agencies develop and issue policies to their construction directorates, field offices, grantees, etc. on this issue so that consistency will be maintained in applying this provision.

On a related topic, several commenters stated that the $10,000 limitation was to low, because, it would subject too many small jobs to Section 6002 requirements. EPA cannot accept the commenter's rationale. Congress established the $10,000 purchasing rule in Section 6002(a) of RCRA. The reason for setting a minimum was most likely so that incidental purchases would not be subject to specification changes purchasing requirements, and monitoring efforts. Furthermore, the $10,000 limitation is not to be considered on a contract-by-contract basis, but rather is an aggregate total for the cost of cement and concrete materials during a fiscal year. In order for cement and concrete containing fly ash to be assimilated into the construction materials procurement system, it needs to be considered as an acceptable material on a regular, day-to-day basis. Fly ash should not merely be reserved for larger dollar value projects, as one commenter suggested.

Definitions

Of the definitions which were contained in the proposed guideline, most were self-explanatory and non-controversial and therefore need not be addressed in this preamble. In addition to the definition of "procuring agency" discussed above, the terms "recovered material" and "solid waste" deserve discussion, as EPA received comments on these particular definitions.

The requirements of Section 6002 apply to products containing recovered materials. The definition of "recovered material" contained in the proposed guideline was the same as that in RCRA. However, the definition of recovered material was revised by Congress in the Solid Waste Disposal Act Amendments of 1980. The current definition includes waste material and by-products which have been recovered or *diverted from* solid waste. It excludes materials and by-products—such as home scrap—generated from and commonly used within an original manufacturing process.

Some commenters argued that materials which were being recycled were not solid wastes, because they were not being discarded. The Agency has already dealt with this argument on numerous occasions (see, e.g. 45 FR at 33091 (May 19, 1980)). We think it clear from the language of the statute, the legislative history, judicial interpretation, and subsequent expressions of Congressional intent that Congress intended that materials being used, reused, recycled, or reclaimed be solid wastes. These activities are types of waste management which, if properly conducted, can avoid environmental hazards, protect scarce land supply, and reduce the nation's reliance on foreign energy and materials.

Some commenters on this guideline specifically took exception to the definition of "solid waste" and EPA's authority to regulate reuse and recycling. Rather, they argued that EPA's authority to designate products for procurement guidelines should be based on whether those products are, or contain, recovered materials, i.e., according to the revised definition of "recovered material."

EPA disagrees, in general, with these commenters' opinions. Based on the reasons presented above, EPA maintains its authority to regulate solid wastes which are used, reused, recycled, or reclaimed. In fact, the revised statutory definition of "recovered material" makes clear materials can be recovered from "solid waste," so that the material need not be thrown away to be a solid waste. However, in order to reduce the unnecessary confusion which has arisen in this guideline due to the definition of solid waste, and any revisions to this definition which may occur in the future, EPA has eliminated the definition of "solid waste" from this final guideline.

Specifications

Section 6002(d) of the Act requires revision of all specifications for cement and concrete for which Federal agencies have drafting and review responsibility so that they no longer exclude the use of fly ash—and so that they incorporate the use of fly ash to the maximum extent.

While this requirement applies nominally only to Federal agencies, EPA believes that the elimination of specifications which unreasonably discriminate against the use of fly ash is implicitly required by the affirmative procurement provisions of Section 6002(c) as well. A procuring agency could not realistically fulfill its Section 6002(c) obligation to procure items composed of the highest percentage of recovered materials practicable if, in procuring cement or concrete, it relied upon specifications which unreasonably discriminated against fly ash use. Accordingly, EPA construes the specifications requirement to apply to all procuring agencies.

To assist procuring agencies in achieving compliance with this requirement, the guideline makes several recommendations on specifications. There are three major categories of specifications for which recommendations are made:

- Guide specifications—typically, model standards or specification issued by a procuring agency, which are suggested or required for use in the design of all of the construction projects of an agency (these are often referred to as design standards or design guidelines).
- Contract specifications—a precise set of specifications prepared for a particular construction project, which contains such items as design, performance, and material requirements for that project.
- Material specification—a specification that stipulates the use of certain materials to meet the necessary performance requirements.

Guide Specifications

Procuring agencies will need to review and revise guide specifications in order to reflect the recommendations of this guideline. In doing this, the agencies will need to eliminate any discrimination, either direct or indirect, against the use of fly ash in cement and concrete. In addition they must ensure that guide specifications require that the use of fly ash be considered and incorporated, where appropriate, into contract specifications for individual construction projects. EPA recommends a period of six months after the effective date of this guideline to complete review and revision of guide specifications.

One commenter requested that EPA publish a sample guide specification for use by Federal agencies. EPA has chosen not to follow this suggestion. As mentioned above, guide specifications are usually maintained by individual agencies and can take various forms, such as specifications, standards, or narrative guidelines. It seems undesirable for EPA to develop one guide specification which would be recommended to all agencies. Rather, EPA prefers to allow procuring agencies the flexibility to develop their own specific policies in this area, taking into account types of construction projects, degree of control exercised over specifying architects and engineers, and other such factors. Procuring agencies are expected to reflect the intent of RCRA and policies of this guideline in making whatever changes are necessary in guide specifications.

Several commenters stated that standards of the American Concrete Institute (ACI) currently allow for fly ash use. These commenters specifically mentioned ACI Standard 301, "Specifications for Structural Concrete for Buildings," and ACI Standard 318, "Building Code Requirements for Reinforced Concrete." Such standards apparently do allow for fly ash use, at the descretion of the specifying engineer. However, agencies should still be prepared to make modifications to these and other standards, when and if necessary, particularly if the standards are shown to contain provisions which in some way indirectly discriminate against fly ash use. Specification of minimum cement contents may be one example of such indirect discrimination.

Contract Specifications

This guideline will have its greatest effect on contract specifications which are prepared for each individual construction project. The guideline recommends that agencies make sure that specifications for individual construction contracts specifically include provisions for the use of fly ash as an optional or alternate material, unless it can be shown that this would be technically inappropriate.

Many commenters stated that the most frequent obstacle to fly ash use on an individual project is the specifying architect or engineer. If this person does not specifically allow for fly ash to be used, it is invariably precluded from use. The guideline addresses this problem by apprising procuring agencies that they are responsible for assuring that these individuals are aware of the statutory requirements of Section 6002 and the policies of this guideline with regard to fly ash. Thus, it is critical that the technical officer or engineer on a contract work closely with the contracting or grant officer to assure that fly ash is appropriately considered. The guideline also recommends that procuring agencies document decisions to exclude fly ash from contract specifications, in order to build a base of technical information on this subject, as well as to respond to possible protests or inquiries. Placing the burden upon the procuring agency to assure that fly ash is allowed in contract specifications is particularly important where the design function is outside the agency or where construction projects are being performed as a result of grants, loans, funds, etc.

Several commenters objected to EPA's recommendation that procuring agencies justify exclusion of fly ash from contract specifications, asserting instead that justification to use fly ash should be the subject of documentation. The Agency disagrees with these commenters. Since the technical feasibility of using fly ash in cement and concrete has been adequately demonstrated, agencies should not require a supplier to "reinvent the wheel" for each project. The recommended approach permits fly ash to be evaluated on a job-by-job basis. It doesn't preclude restriction of fly ash as long as it is justifiable and documented. EPA urges procuring agencies to require that individual suppliers of cement or concrete containing fly ash demonstrate a history of satisfactory technical performance with this material and their ability to meet performance requirements for the particular application at hand, just as they would for portland cement or concrete.

Typically, if use of fly ash is not initially allowed, the time period during which bids are officially open is insufficient to allow for consideration of fly ash use and amendment of solicitations. Consideration of changes can often not be accomplished until after the fact, which can lead to contracting problems and invite protests from losing bidders if change orders are issued at a later time without formal resolicitation. Thus, EPA maintains that consideration should be given to using fly ash during development of the contract specifications, and that cement or concrete containing fly ash should be considered acceptable unless the agency demonstrates otherwise.

EPA agrees with a commenter on a related issue, which is that legitimate documentation of infeasibility for fly ash can be for certain types of applications rather than on a job-by-job basis. By referencing this documentation in individual contract specifications, an agency can avoid extensive repetition of previously documented points. An agency should be prepared to submit such documentation to outside review and scrutiny.

EPA recommends that procuring agencies take no more than 12 months from the effective date of this guideline to assure that contract specifications reflect the requirements of Section 6002.

Material Specifications

Both Federal specifications and national voluntary consensus standards exist for the use of fly ash in blended cement and in concrete. Rather than actually revise existing material specifications for portland cement, procuring agencies are expected to make maximum use of these existing material specifications.

In the proposal, EPA recommended that procuring agencies use only fly ash which, as a minimum, meets ASTM standards. Some commenters agreed that use of ASTM specifications as a minimal standard is appropriate, in that they are national voluntary consensus standards which have been developed over a period of time. A few commenters, however, suggested that EPA reference the ASTM standards, but with recommendations for tighter parameters. While EPA discusses such tighter parameters for information purposes in this preamble, the Agency feels it is inappropriate to make recommendations which override national consensus standards.

One commenter requested that compliance with ASTM standards not be made mandatory, because the commenter has been able to use fly ash, which does not conform to the standards in one aspect, very successfully in concrete. EPA agrees with this approach. While the guideline recommends adherence to ASTM and/or Federal specifications, the ultimate determinant of acceptability should be concrete performance. Accordingly, the guideline permits use of non-specification fly ash where the procuring agency has developed sufficient expertise to use it in particular applications.

Mix Design Standards

This guideline suggests no minimum, maximum, or absolute level of fly ash content in blended cement or concrete which is subject to this guideline. Flexibility is necessary because of variation in fly ashes and cements, strength requirements, relative costs, and even local and regional construction practices and climatic conditions.

The provisions of ASTM specification C595 for blended hydraulic cement require that Type IP cement contain 15%–40% fly ash and that Type I (PM) cement contain 0–15% fly ash by weight, thus allowing fly ash content to be specified in a range from 0 to 40%. A typical blending rate in the industry appears to be around 20%. However, the actual proportion to use needs to be determined on a job-by-job basis in accordance with established mix design procedures and performance needs.

When used directly in the manufacture of concrete, industry practice indicates that more fly ash should be use than the amount of cement replaced, at least when using Class F ash. This ratio should be at least 1.25–1.50 fly ash to 1.00 unit of cement. Commenters on Class C ash provided data to indicate that pound-for-pound replacement of cement with fly ash can be used to achieve early strengths equivalent to that of portland cement alone. Typical replacement rates in concrete are around the 15% level, but the actual percentage needs to be determined on a job-by-job basis.

Allowing the use of low levels of fly ash in cement and concrete may encourage additional companies to experiment with the product and gain expertise. This could ultimately increase the number of companies using fly ash, and the amount of fly ash they use.

Information contained in the "References" can be used as guidance in determining proper fly ash content.

While some commenters agreed with this flexible approach to fly ash content and mix design, a few disagreed with it. The dissenters argued that RCRA requires procurement of products containing the *highest* percentage of recovered materials practicable. Thus, if fly ash can be used at a blending rate of 20%, these commenters suggest EPA specify 20% as the minimum level of fly ash content which must be supplied in order to qualify for award.

EPA prefers to interpret RCRA with emphasis on the word *practicable*. EPA feels that the highest percentage of fly ash practicable is determined by such factors as price, availability, competition, and technical performance. For instance, if a higher level of fly ash content is only available at a much higher price, EPA considers it impractical to purchase the higher priced material, although it is technically available. With the open bidding approach recommended in this final guideline, EPA believes that persons willing and able to supply cement or concrete containing fly ash will do so. Normal bid evaluation procedures will then determine practicality based on price, availability, etc. and not on an arbitrarily established limit on fly ash content which considers only technical potential.

Concrete specifications which specify minimum cement contents could potentially discriminate against the use of fly ash. Such provisions may deter substitution of fly ash for cement. To address this problem the proposal recommended changing such specifications to permit the substitution of fly ash for cement.

An equal number of commenters agreed and disagreed on this issue. The opposing commenters stated that minimum cement factors are often based on the need not only for *strength* but for durability and that an agency should be permitted to specify some level of minimum cement content (which may reflect the substitution of fly ash for a portion of the cement). The commenters were willing to agree with EPA's recommendation on this issue, provided that adequate testing or local experience showed that concrete durability is not affected. EPA feels this is a reasonable approach, and that minimum cement contents may be retained, provided they reflect a substitution of fly ash for a portion of the cement.

Of the commenters supporting EPA's recommendation on minimum cement contents, most stated that minimum cement contents and maximum water:cement ratios discriminate against use of fly ash, and suggested a shift from prescription specifications to those based on performance. A wholesale revision in concrete specifications to those based totally on performance is beyond the scope of this guideline and the jurisdiction of EPA. However, such a shift may be appropriate in particular instances. Thus, this final guideline recommends that procuring agencies change mix design standards which unfairly discriminate against the use of fly ash, such as those which unnecessarily specify minimum cement content or maximum water:cement ratios.

Performance Standards

It is often claimed that designs of construction projects are conservative and, as a safeguard, intentionally increase the strength requirements beyond what the design criteria actually require. Setting concrete strengths which are higher than actually needed during the several days following concrete placement (i.e., "high early strength") can deter the use of fly ash. Although fly ash will generally enable a concrete to achieve a higher ultimate strength (e.g., at 28, 56, and 90 days), very high early strength can be achieved, with Class F ash, only by adding fly ash to the mixture without reducing the cement content. In this situation, the economic and energy conservation advantages of using fly ash are sharply diminished.

In the proposed guideline EPA recommended revising certain performance standards, where appropriate, primarily to extend the period for strength evaluation. Numerous comments were received on this issue, primarily opposing EPA's recommendation. A variety of reasons were given for not extending strength evaluation periods. Foremost among these was a claim that increased costs and delays in schedules would occur as a result of delays in stripping forms or awaiting approval before proceeding with further construction. Some commenters pointed out that strength development is a key factor, in determining durability of concrete. The commenters urged EPA to maintain the current, standard strength evaluation periods, citing their existence as providing a good balance between costs, performance, and timeliness.

Some commenters agreed with EPA's recommendation to extend strength evaluation periods, while others commented this practice should only be allowed for certain applications, such as non-flexural members.

In this final guideline, EPA has retained the general concept that performance requirements which arbitrarily restrict the use of fly ash, either intentionally or inadvertently, should be revised. However, the Agency has removed the specific recommendations for extension of strength evaluation periods. We feel the performance requirements for a project should be assessed based on the specific technical design needs of that project.

The Agency still maintains that a need exists for recognizing that concrete containing fly ash can perform successfully, although it may not always achieve the early strength gains of portland cement concrete. Methods of predicting strength, such as past experience, laboratory design results and accelerated test procedures can be used to estimate the strengths which concrete containing fly ash will attain at specified intervals.

Thus, although concrete containing fly ash may exhibit lower strengths than portland cement concrete, at 3-day and 7-day test periods for example, an agency may consider accepting the product provided the supplier has satisfactorily demonstrated the later day strengths which are expected to be achieved, and the strengths at all ages are satisfactory from a safety standpoint. Of course, in allowing slower early strength development, the contractor is still responsible for performing under the contract in a cost effective, safe, and timely manner. EPA feels this can and is being done.

Purchasing

EPA is designating cement and concrete containing fly ash as a product area for which procuring agencies must exercise affirmative procurement actions under Section 6002 of RCRA. As discussed in this Preamble under the section entitled "Statute Requirements vs. Guidelines," when EPA "designates" a product area through the issuance of guidelines, RCRA requires that procuring agencies take positive step to purchase that product. This section of the guideline contains recommendations for satisfying the affirmative procurement requirement.

Bidding Approach

In the proposed guideline, EPA recommended that procuring agencies utilize a dual bid approach for cement and concrete purchases. The Agency recommended that all bid solicitations for cement and concrete should solicit bids for both portland cement or concrete and cement or concrete containing fly ash, where technically appropriate. Award would be made to the lowest priced responsible offeror.

In the proposal, EPA further recommended that where the application was technically appropriate and where a procuring agency was satisfied that cement or concrete containing fly ash was reasonably available and its bid price would be competitive with that of portland cement or concrete, only bids for cement of concrete containing fly ash should be solicited. Award would still be made to the lowest priced responsible offeror.

The issue of affirmative purchasing and what most negative commenters characterized as the "mandatory use" provision of the proposed guideline, § 249.20(b), was by far the issue of most concern to commenters. At the public hearing, the Agency pointed out that § 249.20(b) is a "mandatory use" provision only if the individual procuring agency chooses to solicit bids only for cement or concrete containing fly ash, while excluding portland cement. This is not the same as the stricter approach which the Agency had considered taking in the proposal, which was to recommend that all agencies always require the use of cement or concrete containing fly ash, except where technically inappropriate.

Nevertheless, over half of the commenters considered the proposed § 249.20(b) as undesirable, arguing that cement and concrete containing fly ash should never be the only material specified, except in those very rare instances where it provides a property which portland cement alone cannot, such as low internal heat generation during construction of dams. Although EPA would have left this decision at the discretion of the procuring agencies, EPA now believes it is inappropriate to recommend it at all.

Despite the negative criticism of the "mandatory use" provision in the proposed guideline, a majority of commenters on this issue indicated support for an optional or alternate bid approach which allows for fly ash use.

EPA's recommendation in this final guideline is that procuring agencies specifically include provisions in individual contracts to allow for fly ash use as an optional or alternate material, unless the application is shown to be technically inappropriate. Award can then be made in accordance with normal and customary bid evaluation procedures, since these procedures (which generally require award to the lowest priced responsible offeror) tend to insure the purchase of cement or concrete containing fly ash only when it is reasonably priced (i.e., priced at or below the price of portland cement or concrete), reasonably available (i.e., offered by a responsible offeror) and technically appropriate. By notifying potential bidders that fly ash use is acceptable, the procuring agency thus essentially complies with its affirmative procurement obligation to purchase cement or concrete containing fly ash, except where not reasonably available, reasonably priced, or technically appropriate, since the natural operation of the bidding system tends to make this determination for the agency.

After reflection, EPA is convinced that the marketplace provides the best gauge of reasonable price, availability, and competition. It is inappropriate to artifically restrict the marketplace through limitation of bids, even where the procuring agency has independent knowledge that the cement or concrete containing fly ash is reasonably priced, available, etc. The reasons for this are discussed below.

Lack of Availability

Commenters claimed that the "mandatory use" proposal was inappropriate because quality controlled fly ash is not always available in every part of the country. As discussed previously, this is the "chicken and egg" dilemma for many recycled materials, i.e., is fly ash not available because there is no demand in those areas, or is there no demand in those areas because fly ash is unavailable? Supporters of fly ash use argue that if fly ash is more universally accepted, it will easily be more available.

Under the proposal, procuring agencies were required to restrict the bidding to fly ash where they knew it to be available. Nevertheless, the local unavailability situation does exist and procuring agencies can be mistaken in their assessment of reasonable availability. Agencies feel it is a waste of time and money to prepare and solicit bids solely for fly ash, only to find out there are no offerors. However, if fly ash is not the only product included in bid solicitations, availability will be determined by whether any bids are received for it, without the need for resolicitation. Allowing fly ash will also serve as an incentive to potential users in that area. Contractors will not make the commitment necessary to use fly ash unless it is more readily accepted. Including it in bid solicitations and allowing it to be used provides this incentive.

Cost Issues

The negative commenters almost always cited the potential for cost increases as a reason for never mandating sole use of fly ash. While the Agency did not propose to mandate sole use of fly ash, regardless of cost, it is true that use of certain classes of fly ash can cause a delay in early strength gains in concrete. This can lead to longer production times and *may* lead to cost increases. In addition, as noted in the proposed preamble, some equipment and technical expertise may have to be purchased in order to use fly ash successfully. Further, because of local unavailability, quality fly ash may only be available at a premium in certain areas.

If fly ash were required to be used, regardless of cost, some contractors would undoubtedly be left with no alternative but to raise their bid prices, without making the prices extraordinarily high or infeasible. However, if fly ash is merely allowed to be used but not required, portland cement concrete contractors will still be able to bid and award can be made to the lowest priced responsible bidder. Many fly ash concrete suppliers can economically compete, if given the chance to do so. If a builder can use fly ash in a cost effective manner, and guarantee performance and timeliness of the work, this is what the Government should be concerned with. An open bidding process successsfully addresses the negative commenters' contentions that cost increases are the inevitable result of fly ash use.

Technical Considerations

Many commenters voiced concern over technical problems which can arise when fly ash is used and which might be exacerbated under the "mandatory use" provision. These problems can often be attributed to use by inexperienced persons or use of low quality ash. However, there are legitimate technical concerns which do exist even when using high quality ash, for which mandatory use causes a dilemma—largely because the mandatory use provision requires the issue of technical appropriateness to be resolved at the outset, thus reducing flexibility.

One technical concern is the effect which climate can have. Use of fly ash can delay the curing time of concrete. Cold temperatures can compound this effect even further. Some manufacturers of blended cement containing fly ash recommend that their product should not be used at less than 50°F, except under close supervision. Flexibility to revert to portland cement concrete would be needed in such instances. On a long-term contract which spans the winter months, it is possible that fly ash concrete should most likely not be used. Serious contractual problems could arise if fly ash were specified as the mandatory material for that contract, and award made on that basis, while precluding portland cement suppliers. Procuring agencies would likely exclude fly ash altogether as an alternative, since it could not be used as the sole material for the entire contract.

One solution, however, is to allow that fly ash be used, at the option of the contractor, subject to approval of mix designs by the engineer. As materials change on a project, due to availablity, cost, etc., new designs are often approved. In the case of fly ash, this flexibility should be permitted to the contractor.

Another technical problem is that fly ash may not be suitable for all uses within a project. A contractor bids on the entire project. Therefore, requiring a bid for either fly ash or not raises serious technical questions. Again, as an alternative, a procuring agency would likely exclude the use of fly ash altogether, since it could not be used for the entire project. However, with the more flexible approach EPA suggests in this guideline, the contractor and/or engineer can decide on which uses may not lend themselves to fly ash, on an item-by-item basis, *after* award of the contract.

Inexperienced Users and Ash Variability

Many commenters expressed concern that the so-called "mandatory use" provision might encourage use by inexperienced persons. As noted in the preamble to the proposed guideline, many contractors still lack knowledge of the proper use of fly ash in concrete and of the means of ensuring quality control. Commenters claim that if businesses are faced with the choice of either using fly ash or not bidding on a job, they will tend to use fly ash. EPA agrees that this could definitely lead to the use of low quality ash by unsophisticated users, or the failure to otherwise provide a satisfactory product. While ash from a single source may be of consistently high quality, a great deal of the fly ash generated is not suitable for use in concrete.

Although contractors are responsible for obtaining suitable materials and applying them properly, EPA believes that the problem of inexperienced users can best be avoided by employing an open bidding process in which bids for cement or concrete contining fly ash and portland cement or concrete are accepted. Furthermore, since fly ash does not currently enjoy widespread use, this solution will, in the long run, create greater acceptance by procuring agencies, engineers and contractors.

Restricts Use of Other Materials

Several commenters stated that the "mandatory use" provision, by restricting bids to the use of fly ash as a partial cement replacement in cement and concrete, would effectively preclude use of other recovered materials in cement and concrete. There are other waste materials, particularly blast furnace slag from iron production, which can be used successfully in cement production. Any suggestion on EPA's part that fly ash should always or even sometimes be the only material specified could be a major setback to development of other materials suitable for use in cement. It would be improper for EPA to create such barriers.

This problem can be overcome through allowing, not requiring, fly ash to be used. Contract specifications should be written incorporating references to both portland cement specifications and those for fly ash. As iron blast furnace slag is developed and becomes more readily available for this use, it should be included as a third optional material, at the discretion of procuring agencies. The American Society for Testing and Materials is actively working on development of such a standard for slag.

Competition Would Be Restricted

While adequate competition may exist (i.e., two or more bidders with reasonable prices) when soliciting bids only for fly ash, producers of portland cement concrete would be precluded from bidding. The primary purpose of the guideline is to work fly ash into the bidding system, because it is typically the excluded product at the current time. EPA would be reversing this situation with a mandatory fly ash use provision. We feel such an approach is unnecessary in the case of fly ash. With the approach that fly ash be included in the bidding system as an optional or alternate material, competition and business opportunities will increase, by allowing persons who are willing and able to use fly ash to bid on contracts on which they are now often precluded.

Bid Alternatives

Commenters have made EPA somewhat aware of the various methods which can be used to achieve the objectives expressed above. EPA discusses these methods in the guideline, and has left flexibility to procuring agencies in deciding which mechanism can best be implemented in their existing procurement system.

One approach is to allow for the use of fly ash through changes to contract or guide specifications, as discussed in this preamble in the section entitled "Specifications." Under this approach, the contractor would secure award of a contract based on normal bid evaluation procedures. At a later time, the contractor can exercise his option to use or not to use fly ash. Regardless of the choice made, normal quality assurance procedures apply, and review and approval of mix designs, materials, etc., must be performed by the project engineer. Some commenters characterized this method of solicitation as the "optional" approach.

A second purchasing method which some commenters suggested can be characterized as an "alternate bid" approach. Under this approach, a procuring agency would solicit bids requesting separate price quotations for either portland cement concrete or concrete containing fly ash. As in the case of the "optional" approach, award would be made in accordance with normal and customary evaluation procedures—typically to the lowest priced responsible bidder—regardless of whether fly ash is used.

The difference between this approach and the optional approach is that the contractor typically would be obligated to supply the material for which award is made for the duration of the contract, whether it be portland cement or fly ash. However, in order to accommodate situations in which fly ash may not be technically suitable for use in all phases of a project, or it becomes unavailable, EPA recommends that the winning contractor be allowed flexibility in amending his selection of materials planned for use, subject to approval of the procuring agency/project engineer, as long as he supplies at the agreed to bid price (or less).

EPA believes that the "alternate" approach holds most promise where the procuring agency is directly purchasing cement or concrete for a particular project, as where the U.S. Army Corps of Engineers purchases cement or concrete for a dam. In such a face-to-face bidding situation, where the procurement is strictly for cement or concrete, the procuring agency is in a position to directly evaluate the bids, make award, and evaluate requested material changes based upon the relevant factors.

The "optional" approach, on the other hand, holds most promise where the procuring agency is not directly purchasing cement or concrete, as in the situation where the procuring agency solicits bids for a construction project, such as a building, only one component of which is cement or concrete. In this situation, the price for cement or concrete is generally imbedded in the total bid price and the ultimate procurement of cement or concrete is by the contractor or the subcontractor, making evaluation of fly ash use in awarding the bid difficult or impossible. Indeed, commenters asserted that if the contractor bidding on the project had to commit to using fly ash or portland cement at the outset, the contractor would tend to specify portland cement, because fly ash may not be suitable for all construction applications on a given project. This, of course, would tend to retard fly ash use. Allowing the contractor to decide whether to use fly ash corrects this problem.

The "optional" approach should not be construed as a repudiation of the affirmative procurement requirements of Section 6002(c). Where cement or concrete is purchased ultimately by a contractor or subcontractor rather than by the Federal or state procuring agency, the contractor or subcontractor becomes a "procuring agency" for purposes of Section 6002 and the obligation to purchase fly ash is imposed on them as well. To insure that the contractor or subcontractor complies with this obligation, the guideline recommends that procuring agencies using the optional bid approach add a statement to their bid solicitations urging contractors and subcontractors to actively seek out suppliers of cement and concrete containing fly ash, and to solicit bids for these materials.

Regardless of the method of solicitation used, situations may occur where two or more low bids are received which offer different levels of fly ash content. While it generally would be desirable to make award to the bidder offering the highest fly ash content (assuming technical performance is maintained), there is a problem if that bid price is higher than that of other technically qualified suppliers.

The Agency considered establishing some type of "sliding scale" which would allow credits, and in effect additional payment for the supply of various ranges of fly ash in cement and concrete. This alternative was rejected because use of fly ash is cost competitive with portland cement use, rendering a price preference scheme unnecessary as a means of stimulating fly ash use.

The only so-called "preference" for fly ash which EPA has retained in this final guideline is in the case of identical low bids. In such instances award should be made to a contractor who plans to utilize the highest percentage of fly ash, all other factors being equal.

Recommendations as to Price, Competition, Availability, and Performance

Prices

Section 6002 raises the issue of "reasonable" price. Congress did not say that a recovered material product need cost less than or the same as the virgin material product it replaces, but merely that its cost be reasonable. Although a few commenters recommended that bonuses or premiums be paid to those persons using fly ash, the Agency rejected this idea for this guideline. Payment of premiums is generally unnecessary since the use of fly ash in cement and concrete is itself cost competitive. No price premium should be necessary to obtain cement or concrete containing fly ash. Indeed, to allow a premium on a regular basis may be unnecessarily inflationary.

This guideline leaves the determination of reasonable price to the discretion of the procuring agency, although the guideline does suggest general procedures for determining reasonable prices and price competition, based on procedures contained in the Federal Procurement Regulations applicable to certain types of procurements. The Agency cautions against determining reasonableness of price by comparing spot prices for relatively small quantities of cement or concrete containing fly ash with competitive bids for volume purchases of portland cement or concrete.

Competition

The primary purpose of competition is to secure the lowest price for a given product. Federal procurement procedures state that adequate competition is usually presumed to exist if: (i) At least two responsible offerors (ii) who can satisfy the Government's requirements (iii) independently compete for a contract to be awarded (iv) by submitting priced offers responsive to the expressed requirements of a solicitation. In addition, the prices should be examined for reasonableness.

Using the alternative bid approaches recommended by EPA, there should be no problem in achieving reasonable competition. Solicitation of bids for both portland cement or concrete and cement or concrete containing fly ash is recommended in all cases, thus enabling the procuring agency to better guarantee overall competition.

The existing Federal procurement procedures do not suggest comparing contracts with respect to numbers of bidders. They merely require that there be a sufficient number of bidders for adequate price competition for the particular contract at hand. EPA feels that as long as prices can be determined to be reasonable for cement and concrete which contain fly ash, then competition should be presumed to exist, no matter what the number of prospective offerors.

Availability and Delays

The Agency does not feel that procuring agencies should have to tolerate any unusual or unreasonable delays in obtaining cement or concrete which contain fly ash, other than delays which may be typically associated with portland cement and concrete. As specifications and purchasing practices are revised to allow for the use of fly ash, this material should become more widely available both geographically and in terms of the number of businesses willing and able to supply it.

Performance

The issue of reasonable performance is addressed in this preamble under the subsections on "Technically Proven Uses," "Specifications," and "Quality Control." Additional technical performance information is contained in the "References" section of this guideline.

In general, fly ash blended cement can be considered substitutable for all ASTM cement types except Type III, High Early Strength (and even these requirements can be met by adding, but not substituting, fly ash to a portland cement mixture). However, from a practical standpoint, the use of fly ash should be determined on a job-by-job basis, as there may be specific technical applications which would preclude the use of fly ash. As discussed in this preamble under "Contract Specifications," a procuring agency may document technical infeasibility for certain types of applications, rather than on a job-by-job basis. This practice should be considered acceptable as long as the purpose is not to circumvent the intent of RCRA.

The purpose of comparison to "reasonable" performance standards as required in Section 6002(c) of RCRA is to eliminate those standards, specifications, procedures, and practices which are overly restrictive and which unfairly discriminate, either directly or indirectly, against the use of fly ash. The use of reasonable performance standards is also intended to assure that the necessary technical performance requirements are still maintained, and that product quality is not reduced below acceptable limits.

Time-Phasing

Although the requirements of Section 6002 and the recommendations of this guideline should be implemented as quickly as possible, the Agency recognizes that problems could occur—in both the marketplace and governmental procurement systems—if implementation is pushed too rapidly. For example, the cost of fly ash suitable for use in cement and concrete could rise dramatically until the supply of suitable ash and storage capacity has a chance to increase. Construction contracts might include allowance for fly ash where it is technically inappropriate. Thus, this guideline recommends a phased-in approach to implementation.

The first year after the effective date of final publication of this guideline is reserved for specification review and revision. Beginning in the second year, procuring agencies should take affirmative action in their purchases of cement or concrete, using the recommendations of this guideline, in the manner discussed above.

A few commenters specifically supported EPA's recommended phasing-in approach. However, two commenters requested that delays be granted in implementing the guideline so that use of fly ash could be evaluated. In light of the discussions throughout this preamble regarding the technical and economic feasibility of using cement and concrete containing fly ash, EPA feels such delays would be unnecessary and counterproductive.

The Agency realizes that testing programs and the need for quality assurance are always necessary to assure the acquisition of acceptable materials. Such programs have been developed for fly ash.

Local and regional variations in the components of concrete always need to be taken into account when designing and approving concrete mixes, regardless of whether fly ash is used. EPA feels the one year implementation period is adequate for agencies to begin providing for fly ash use.

Another commenter suggested a two year implementation period, instead of one year, to allow voluntary consensus standards organizations an opportunity to react to guideline recommendations.

EPA does not agree. Based on comments received from some of the major consensus standards organizations (ASTM, ACI), their standards often allow for fly ash to be used, subject to specific approval by the design engineer. However, if procuring agencies find revisions to consensus standards necessary, the guideline recommends that agencies reflect those revisions in their guide or material specifications, or on a contract-by-contract basis.

Certification

Section 6002 of RCRA requires vendors to certify that the percentage of fly ash to be included in the cement or concrete supplied under the contract is at least the amount required by applicable specifications or other contractual requirements. Further, vendors must estimate what this percentage is. This certification requirement is to take effect after a date to be specified in the guideline.

Some commenters objected to certification of fly ash content, stating it is a meaningless paperwork burden. Other commenters suggested use of simple certification clauses or procedures normally used by industry. EPA is leaving the exact certification language and format to the discretion of procuring agencies, but has provided suggestions here.

A simple certification clause is contained in the Code of Federal Regulations, 41 CFR Part 1–1, Subpart 1–1.2504, which states:

> The offeror/contractor certifies that recovered materials will be used as required by specifications referenced in the solicitation/contract.

The opinion of the Agency is that by signing the bid document/solicitation, the fly ash cement or concrete supplier is in effect agreeing to meet the fly ash content requirements. Thus, no separate form, signature, etc. is needed.

In addition to the inclusion of such a certification clause in solicitations, the supplier should certify the percentage of fly ash used. This should normally be done on a per project or per shipment basis, as opposed to certification of the average amount to be used over the course of a year, for instance. Except for technical performance purposes in concrete mix design, a procuring agency may allow the percentage to be certified within a small range, rather than requiring an exact percentage. The purpose of this flexibility is to not discourage potential suppliers who may be fearful that if an exact percentage is certified for a government contract, *only* that exact percentage may be supplied. Weather conditions or material variations, for example, may require modification of the concrete mix design and therefore the fly ash content.

This certification information is likely a necessity in evaluating concrete mix designs. However, procuring agencies can also use it in evaluating future contract requirements and in maintaining a record of fly ash use. Such information should be useful to procuring agencies in fulfilling their obligations under Section 6002(g) of RCRA, which requires agencies to submit annually a report to the Office of Federal Procurement Policy on actions taken by the agency to implement Section 6002.

Quality Control

The subject of quality control was of great concern to commenters. Some commenters misconstrued EPA's recommendations and thought that EPA was proposing to relieve suppliers of cement and concrete containing fly ash from many of the standard industry quality control and quality assurance procedures. These commenters apparently thought that EPA was replacing these standard procedures by the certification requirements discussed above. This is not the case. The certification procedures for fly ash content are entirely separate in purpose and format from quality control and quality assurance procedures.

EPA emphasizes that nothing in this certification section should be construed to relieve the contractor of responsibility for providing a satisfactory product. Cement and concrete suppliers are already responsible both for the quality of the ingredients of their product and for meeting appropriate performance requirements and will continue to be under this guideline.

Some commenters on the proposed guideline stated that EPA was incorrectly attempting to shift responsibilities and liabilities from fly ash suppliers to concrete producers and builders. EPA intends that no such shift take place. Responsibilities and liabilities are assumed to be in accordance with normal industry procedures.

Some commenters felt that fly ash should be subject to the same quality control/quality assurance provisions as for cement and other materials of construction. Many commenters felt that fly ash suppliers should be required to certify the physical and chemical characteristics of their material to users. EPA generally agrees with these commenters. Because the characteristics of fly ash can vary considerably between sources, knowledge of those characteristics is essential to assuring appropriate use of fly ash in cement and concrete. The Agency is recommending that fly ash suppliers be asked by users to provide a statement of the important characteristics of their fly ash. These characteristics are the chemistry of the material, loss on ignition (LOI), and fineness. Other characteristics should be requested as needed by the procuring agency. Further, EPA agrees with commenters who suggested that fly ash suppliers should be prepared to demonstrate the adequacy of their quality control programs, at least for new suppliers or those unfamiliar to the procuring agency.

The responsibility for insuring the quality of blended cement lies with the supplier. ASTM specification C595 specifies adequate requirements for quality control of fly ash used in blended hydraulic cements. Most blended cement manufacturers maintain quality control programs. No additional testing above that which would be required of any cement should be necessary on the part of the user/builder to insure compliance with this specification. However, the user must be conscious of any differences which may exist in the field application of blended cement containing fly ash vs. portland cement.

The responsibility for insuring the quality of fly ash to be used as an admixture in concrete is that of the fly ash supplier. Although many suppliers of fly ash have their own quality control program, commenters pointed out that ASTM specification C618 may not be sufficiently stringent to ensure all ashes which comply are really suitable for general use as mineral admixtures in concrete, particularly when chemical admixtures such as air-entraining agents are to be used. Further, there is no assurance that all ashes which comply with specifications will be suitable for all uses. Thus, unfamiliar users must acquire the necessary technical expertise if they are to use fly ash successfully.

Some commenters suggested that States approve sources of fly ash. While EPA is not specifically recommending an "approved source" approach, the Agency does believe that fly ash and concrete suppliers should be expected to demonstrate (through reasonable testing programs or previous experience) the performance and reliability of their product. The judgement of the contractor/builder must be used in evaluating:

> (1) Whether additional testing is necessary to insure the performance of the concrete, and
>
> (2) Whether such testing is cost effective when compared with the cost of using other materials.

Fly ash which does not satisfy at least ASTM specifications should not be used in cement or concrete on Federal construction projects.

For those agencies desiring a testing or quality assurance program for cements, blended cements, or pozzolans, the U.S. Army Engineer Waterways Experiment Station (WES), P.O. Box 631, Vicksburg, Mississippi 39180, may be contacted. WES is the agency responsible for testing such materials for Federal agencies.

Date

EPA is charged with designating a time after publication of this guideline at which certification requirements will take effect. Certification of fly ash content should be a part of any solicitation which allows or requires the use of fly ash in cement or concrete. This guideline recommends a 12-month period after the effective date for review and revision of all guide and continuing contract specifications. After this 12-month period any solicitations/contracts issued should include provisions which allow that fly ash be supplied, and thus should incorporate certification requirements.

Compliance and Monitoring

EPA expects full cooperation from all Federal agencies in implementation of this guideline. The Office of Federal Procurement Policy (OFPP) has the major responsibility for overseeing implementation of Section 6002 of RCRA. The OFPP has indicated it will direct the Defense Acquisition Regulations and Federal Procurement Regulations overseeing bodies to immediately implement the final guideline.

The OFPP is responsible for monitoring and reporting annually to Congress on the actions taken by procuring agencies in implementing Section 6002 of RCRA. Under its Policy Letter 77-1, OFPP has imposed a reporting requirement upon the procuring agencies to gather this information. EPA, in conjunction with the OFPP, will monitor the impact of this particular guideline on the procurement practices of Federal agencies and on fly ash use. Thus, agencies are encouraged to develop procedures for gathering and maintaining such information.

A few commenters urged strict and active enforcement of the guideline by EPA. Among the specific suggestions were debarment of contractors for major certification violations, provision by EPA of technical assistance to States and other agencies in the revision of specifications and the use of fly ash, and monitoring by EPA of its own contractors and grantees.

EPA expects a high level of compliance with the guideline. If necessary, the Agency is prepared to take appropriate measures to ensure that the objectives of the guideline are met. In addition, there are other methods available to interested parties to encourage compliance with Section 6002. One of these methods is the citizen suit provision of Section 7002 of RCRA, which states:

> (a) * * * any person may commence a civil action on his own behalf—(1) against any person (including (a) the United States, and (b) any other governmental instrumentality or agency * * *) who is alleged to be in violation of any permit, standard, regulation, condition, requirement, or order which has become effective pursuant to this Act.

A second method which may be useful in encouraging compliance with Section 6002 is the filing of formal protests by aggrieved bidders. A bidder who is willing and able to supply a "designated" recovered material product to procuring agencies and who is precluded from bidding by failure of a procuring agency to comply with Section 6002, may be able to obtain satisfaction through this process.

Regulatory Analysis

In this and other sections, the preamble contains discussions of the elements required in a Regulatory Analysis: (1) The program objectives, (2) our consideration of regulatory alternatives, (3) a general assessment of our choices, (4) a description of potential benefits and costs and (5) the rationale for our decisions. EPA believes it is complying with the intent of Executive Order 12291 because of this and other efforts, including the preparation of a more detailed background document to support the analyses below. This document may be examined at the RCRA Public Docket Office, at the place and times listed previously in this preamble.

Effects

(1) *Economic savings.* This guideline should help the cement industry by reducing both energy costs and capital investment requirements for capacity expansions. Adding effective capacity by using fly ash to produce blended cement is a viable alternative to new kiln construction. Adding capacity with fly ash involves about ten percent of the

capital cost of a new plant ($5–$15 per ton added capacity using fly ash vs. $125–$185 per ton for a new cement plant).

The purchased energy cost associated with cement production represents one-third of the finished value of the cement—very high in relation to other building materials. At a typical blending rate of 20 percent, fly ash in cement can reduce total energy use about 15 percent. The portion of total cost represented by this energy savings—currently five percent—will grow as the cost of purchased energy increases.

For cement consumers, i.e. ready mixed concrete producers, concrete product manufacturers, and highway contractors, fly ash can reduce raw material costs. Cement prices range from $40–$90 per ton, while the price of fly ash suitable for use in concrete may range from about $15–$50 per ton. Depending on the replacement rate and relative price of the two materials, substituting fly ash can save 5 to 15 percent of the cost.

Procuring agencies may not be in a position to realize the savings described here with respect to their purchases of blended cements. Because of the pricing structure and concentrated nature of the cement industry—and the fact that a properly blended cement containing fly ash may perform as well or better than portland cement—blended cements containing fly ash (ASTM Types IP and I(PM)) are likely to be priced at the same level as ASTM Type I portland cement. However, concrete producers are able to take direct advantage of decreased raw materials cost by purchasing fly ash as a partial cement replacement. Given the greater competition among the large number of firms in these industries, bid quotations for concrete may reflect part of these savings.

(2) *Energy Conservation.* In 1976, the portland cement industry accounted for two percent of total energy used by U.S. industry. Although the cement industry has steadily reduced its energy consumption per unit of product over the past several years, the use of fly ash in producing blended cements can still save a significant amount of energy.

Seventy to eighty percent of the energy used in cement production is consumed during the pyroprocessing stage, where raw materials are subjected to intense heat and chemically react to form cementitious compounds, or clinker. The clinker is ground into the fine powder known as cement. Replacing the cement clinker with fly ash (on a one-to-one ratio by weight) reduces the amount of clinker production required per ton of finished cement. Energy savings are proportioned to the percentage of fly ash used in the blend. Assuming a 20-percent replacement rate, the savings may range from about 13 to 19 percent of total energy used in production.

Concrete producers can save energy indirectly, on a nationalized basis, if fly ash is used as an admixture at their plant. Replacing a portion of cement with fly ash in the final product would reduce the production needed from the cement industry, and thus would reduce energy consumption. Each ton of cement replaced would save approximately 5,750,000 BTU's of energy.

One commenter pointed out that the energy savings presented here are not totally achievable for new cement plants which have been designed to take advantage of energy conserving technologies. While this statement is true when considering BTU's, the percentage energy savings are nevertheless achievable by bypassing the pyroprocessing stage, regardless of the efficiency of the plant involved.

Another commenter claimed that increased energy consumption would take place in the precast and prestressed concrete industry, due to the higher temperatures needed to achieve equivalent early strengths when using fly ash. Since the use of fly ash is considered to be at the manufacturer's option under this guideline, EPA feels that if increased energy consumption is prohibitive for precast and prestressed manufacturers, concrete containing fly ash will not be utilized.

(3) *Environmental Issues.* (a) *Benefits.* The use of fly ash in cement and concrete will have a positive effect on the environment, reducing pollution of the land, air, and water. It will do this by reducing: (1) The quantities of fly ash requiring disposal, (2) the mining and processing of raw materials used in cement production, and (3) the cement plant emissions per ton of blended cement produced or per ton of cement replaced with fly ash.

If current usage rates continue, by 1985 60–65 million tons of fly ash annually will require disposal. Approximately 10–20 million tons of this fly ash are estimated to be suitable for use in concrete. This guideline can affect the practices of collecting fly ash, especially from new sources, and can reduce the quantities which require ultimate disposal. Thus, the use of fly ash in cement and concrete will provide a more environmentally acceptable way to manage these substances than would otherwise be available.

Current practices for cement manufacturing, and current disposal practices for fly ash, can have a negative effect on air quality (increased dust), water quality (surface and groundwater contamination), land use, noise, and aesthetic value. The use of fly ash in cement and concrete can reduce these effects in several ways. For example, it would reduce the need for such raw materials as limestone and clay, whose mining and processing can harm the environment through the creation of increased dust, erosion, runoff, and noise, disturbance of natural habitats, and degradation of potential land use. Use of fly ash reduces the potential for leaching of trace heavy metals, which could occur as a result of indiscriminate fly ash disposal.

Requiring less cement for the same quantity of "cementitious" end product may reduce the amount of cement kiln dust which requires disposal (currently 6–8 million tons per year). The disposal of cement kiln dust can have the same harmful effects (i.e., air quality, water quality, land use, aesthetic value, etc.) as the disposal practices of fly ash. In addition, using fly ash to increase the capacity of a cement plant would most likely reduce the need for air pollution control since it would not require the air pollution control associated with new kiln construction. This approach to expanding capacity may be especially attractive in "nonattainment" areas, where new kiln construction is effectively precluded.

(b) *Impact of RCRA, Subtitle C.* In May 1980, EPA promulgated regulations for the control of hazardous waste pursuant to Subtitle C of RCRA. In the Solid Waste Disposal Act Amendments of 1980, Congress directed EPA not to regulate fly ash as a hazardous waste until such time as EPA investigates the environmental hazards, if any, posed by fly ash disposal. Findings to date indicate that little, if any, fly ash exhibits characteristics defined as hazardous in the Federal regulations. Therefore, Subtitle C regulations will have no significant impact on the use of fly ash in cement and concrete.

A few commenters suggested that EPA limit the use of fly ash in concrete, restricting its use in potable water sources or in storage areas for food. The rationale given for these suggestions was the potential for leaching of trace metal elements out of the fly ash. The commenters provided no documentation as to the likelihood or extent of leaching when fly ash is used in concrete.

While it is true that fly ash contains trace amounts of certain elements, which can be toxic in larger concentrations, it is unlikely that fly ash as used in concrete would exhibit leaching characteristics. First, the premeability of concrete containing fly ash is negligible compared to the permeability of fly ash as typically disposed. This reduced permeability prevents water or other liquids from penetrating concrete and providing a leaching medium through which contaminants could travel.

Second, when used in concrete, fly ash becomes an integral part of the final product. The surface area of individual fly ash particles, from which leaching of trace constituents takes place, is so greatly reduced in this application as to be almost nonexistent. It is not possible through conducting leaching tests of raw fly ash to estimate the leaching, if any, which would take place in a concrete containing fly ash. Thus, the commenter's suggestion that dams and pipes not be constructed using fly ash appears to have no technical basis.

(c) *Radioactivity Issues.* At the same time as original proposal of the hazardous waste regulations (December 18, 1978), EPA issued an advance notice of proposed rulemaking that it was considering establishing 5 picocuries per gram (pCi/g) of radium-226 as a criterion for listing wastes as hazardous. The notice also requested comment on other criteria which might tend to affect the radiation hazard. Among these is the emanation rate of radon from the waste. The Agency has, at this date, taken no further action on this proposed rulemaking to establish general criteria for hazardous radioactivity levels in wastes.

Where resource recovery is practiced, an important consideration in assessing the hazard is the proposed use of the waste material. While some proportion of fly ash generated in the U.S. has more than 5 pCi/g of radium-226, the physical structure of fly ash is such that its contribution to radiation exposure is probably less than that of most normal constituents of concrete which generally fall below this level. This is explained below.

A few commenters expressed concern to EPA that fly ash used in the construction of habitable structures could pose a threat to public health due to radioactivity. The source of the radiation threat is due to radium-226, a radioactive isotope which occurs naturally in soil, sand, and mineral deposits as well as in fly ash. The radium-226 content of soil generally ranges from .2 to 3 pCi/g. Limited measurements of radioactivity in cement show that the radium-226 content of cement can be as high as 5 pCi/g, but typically averages close to 1 pCi/g. Limited measurements of fly ash presently generated in the U.S. show a radium-226 content ranging from 1 to 8 pCi/g with an average of roughly 4 pCi/g.

There are two pathways of radiation exposure from radium-226 in building materials. The pathway of primary concern is from inhalation of radon-222 and its short-lived decay products. Radon-222, an inert gas with a radioactive half-life of 3.8 days, is the first generation decay product of radium-226. Because it is an inert gas, it can readily migrate from the building material into the indoor air of a home. Although the rate at which radon is created within a building material is proportional to its radium content, the intrinsic structure of the material may, in some cases, prevent most of the radon from escaping. When air containing radon and its radioactive decay products is breathed for long periods of time, a person's risk of lung cancer is increased.

Gamma radiation from radium-226 and its decay products is the other exposure pathway. The amount of gamma radiation emission from a building material is proportional to its radium content, but the total exposure a person receives will also depend on other factors such as shielding, distance from the material, and exposure time. Exposure to gamma radiation results in an increased risk of many types of cancer.

When fly ash is used as a partial cement replacement in concrete, the fly ash content of the final concrete product is between 2 and 3 percent (assuming a 15 to 25 percent cement replacement rate and an 8 to 1 ratio of aggregate and water to cementitious material). Since the average radium-226 content of fly ash exceeds that of cement by a few pCi/g, the use of fly ash as a cement replacement in habitable structures will, on the average, result in a slight increase in the gamma radiation exposure to people (less than a milliroentgen per year). However, in some instances, where fly ash with a lower than average radium content replaces a cement with a higher than average radium content, the result would be less gamma radiation exposure.

The use of fly ash as a cement replacement will also affect the quantity of radon emitted by the building material. Although the rate at which radon is created is directly proportional to the radium content, other factors may inhibit radon emanation from a material. Because fly ash is produced at high temperatures, it has a glassy structure which keeps most of the radon from escaping. The fraction of radon which escapes from fly ash (emanation fraction) has been measured at no more than a few percent. In contrast, typical soil and soil like materials tend to have an emanation fraction in the neighborhood of 20 percent. Thus, although fly ash, on the average, has a greater radium content than the cement it replaces, the use of fly ash as a partial cement replacement is likely to reduce the radon gas contribution of the final concrete product.

During the proposal period for this guideline, EPA has been investigating this issue more thoroughly. Tests recently conducted for EPA substantiate the conclusions above, i.e., that the radon emanation rate of fly ash in its raw state and as used in concrete is only a few percent compared to the absolute radium concentration. Thus, while fly ash use in cement would, on the average, result in a small increase in gamma radiation exposure, this small increase in gamma exposure is likely to be offset by a decreased radon exposure. In light of this, EPA believes that the use of typically-occurring fly ash in concrete does not constitute a significantly different radiation risk than the risk from the cement it replaces, and neither of these is significantly different from the radiation risk posed by common soil.

Institutional Issues

In spite of proven technical performance and favorable economics, the use of fly ash in cement and concrete has had only limited acceptance. This can be attributed in part to potential consumers' unfamiliarity with fly ash, and their reluctance to aggressively investigate or readily accept new materials where an existing product—in this case portland cement—has traditionally been accepted. In some cases there may be outright discrimination against this use of fly ash, because of attitudes, personalities of individuals involved, and political and economic pressures. Several commenters stated that this Federal procurement guideline is necessary to overcome the lethargy of specifying engineers, inertia of the construction industry, unfair competition from vested interests, and resistance to use by some factions of State highway departments and the Federal Highway Administration.

It is difficult to obtain quick approval for a new product or material specification in the construction field, given the requirements for experimentation, demonstration, field evaluation and finally specifications changes. However, it should be recognized that fly ash has already gone through these steps. There are established specifications and standards for the testing and use of this material. Sources of ash must be acceptable and EPA emphasizes that only ash which meets established specifications should be used. However, a procuring agency need not "reinvent the wheel" by requiring extensive and expensive reevaluation of the basic feasibility which has already been proven. This applies to all government agencies, but especially to state and local entities, which use such instruments as building codes to regulate construction activities.

Design engineers generally have the final say on the materials to be specified for a particular construction job. Typically, until a majority of peer engineers accept a "new" material there is reluctance to use it. However, an engineer can meet his or her responsibility for the performance of a structure by conducting a thorough review of the concrete mix design before placing the concrete, and assure that the materials and mix design meet, as a minimum, ASTM, Federal, and/or American Concrete Institute specifications. The intent of this guideline is to help overcome certain of these "institutional" barriers which may have no adequate foundation, while maintaining satisfactory product quality.

Resource Requirements

The cost to procuring agencies of compliance with this guideline will be minimal. The price of cement and concrete containing fly ash should be less than or equal to the price of portland cement and concrete. The start-up costs of revising specifications and assimilating fly ash into the procurement system should be relatively minor but are not readily measurable.

The Office of Federal Procurement Policy (OFPP) is responsible for submitting an annual report to Congress on actions taken by Federal agencies and the progress made in implementation of the resource recovery policy of Section 6002. As a result, OFPP already requires an annual report from each Federal agency on actions taken in the implementation of Section 6002. By working closely with OFPP, information relevant to the implementation of this guideline can be obtained. The costs to OFPP and EPA of implementing this guideline are expected to be relatively minor.

EPA's efforts during the first year following promulgation of the final guideline will focus on explaining the guideline provisions to interested persons and responding to inquiries regarding implementation of the guideline. The Agency urges individuals with an interest in seeing the guideline implemented to deal directly with those persons responsible for compliance with Section 6002, i.e., procuring agencies, and ultimately with architects, engineers, etc.

Public Participation

Prior to proposal, an interagency work group, including representatives from most of the Federal agencies which will be directly affected by this guideline, assisted in development of the proposed guideline. In addition, a draft of the proposed guideline package, including a summary development plan, preamble, rule, and background documents was circulated to well over 200 interested persons for comment. Public participation regarding formal proposal and comments on the proposed guideline was presented at the beginning of the section of this preamble entitled "**SUPPLEMENTARY INFORMATION.**"

Compliance With Executive Order

Under Executive Order 12291, EPA must judge whether a regulation is "Major" and therefore subject to the requirement of a Regulatory Impact Analysis. This guideline is not major because it is not likely to result in:

(1) An annual effect on the economy of $100 million or more;

(2) A major increase in costs or prices for consumers, individual industries, Federal, State, or local government agencies, or geographic regions; or

(3) Significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic or export markets.

This guideline recommends that procuring agencies include provisions in construction contracts which specifically allow for fly ash to be used, with the contractor retaining the option to use fly ash. Typically, fly ash is currently precluded from use on construction projects unless it is specifically called for in the contract specifications. As discussed in other sections of the preamble, particularly "Regulatory Analysis," this guideline should not adversely affect competition. With the approach that fly ash be allowed into the bidding system as an alternate material, competition and business opportunities are increased by allowing persons who are willing and able to use fly ash to bid on contracts, while still allowing suppliers of conventional portland cement and concrete to compete.

With regard to costs, this guideline should help the cement industry by reducing both energy costs and capital investment requirements for capacity expansions, through the blending of fly ash with cement. For cement consumers, i.e., ready-mixed concrete producers, concrete product manufacturers, and highway contractors, use of fly ash can reduce raw material costs, as fly ash is generally priced less than the cement it replaces, although savings will vary. On a micro-scale, however, individual companies may be placed in the position of losing bids to competitors who choose to use fly ash, and who bid lower.

EPA has prepared a detailed background document supporting the above analysis. This document may be examined at the RCRA Public Docket Office, at the place and times listed above.

This guideline was submitted to the Office of Management and Budget (OMB) for review as required by Executive Order 12291.

Dated: January 21, 1983.

Anne M. Gorsuch,

Administrator.

List of Subjects in 40 CFR Part 249

Resource recovery, Recycling, Fly ash, Procurement.

Title 40 CFR is amended by adding a new Part 249 reading as follows:

PART 249—GUIDELINE FOR FEDERAL PROCUREMENT OF CEMENT AND CONCRETE CONTAINING FLY ASH

Subpart A—Purpose, Applicability, and Definitions

Sec.
249.01 Purpose.
249.02 Designation.
249.03 Applicability.
249.04 Definitions.

Subpart B—Specifications

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249.11 Recommendations for contract specifications.
249.12 Recommendations for material specifications.
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249.14 Recommendations for performance standards.

Subpart C—Purchasing

249.20 Recommendations for bidding approach.
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249.22 Recommendations for reasonable competition.
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Subpart D—Certification

Sec.
249.30 Recommendations for measurement.
249.31 Recommendations for documentation.
249.32 Quality control.
249.33 Date recommendations.

Authority: 42 U.S.C. 6962.

Subpart A—Purpose, Applicability and Definitions

§ 249.01 Purpose.

(a) The purpose of the guideline is to assist procuring agencies in the procurement of cement and concrete which contain fly ash, in accordance with Section 6002(e) of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act of 1976, as amended ("RCRA" or "Act") (42 U.S.C. 6962).

(b) This guideline contains recommendations for implementing Section 6002 requirements, including revision of specifications, purchasing, phasing-in of requirements, and certification procedures. The Agency believes its recommendations provide a flexible approach to meeting the statutory requirements, while still maintaining the intent of RCRA. The Agency is of the opinion that adherence to the guideline constitutes compliance with the statute.

§ 249.02 Designation.

Cement and concrete, including concrete products such as pipe and block, containing fly ash is hereby designated by EPA as a product area for which affirmative procurement actions are required on the part of procuring agencies, under the requirements of Section 6002 of RCRA.

§ 249.03 Applicability.

(a) This guideline applies to all procuring agencies and to all procurement actions involving cement or concrete where the procuring agency purchases, in total, $10,000 or more worth of cement or concrete during the course of a fiscal year, or where the quantity of such items purchased during the preceding fiscal year was $10,000 or more. EPA leaves the precise method of calculating or estimating the applicability of this provision to specific construction activities of a procuring agency at the discretion of that agency.

(b) Procurement actions covered by this guideline include all purchases for cement or concrete made directly by a procuring agency or by any person directly in support of work being performed for a procuring agency, as in the case of general construction contractors and/or subcontractors.

(c) Such procurement actions also include any purchases of cement or concrete made "indirectly" by a procuring agency, as in the case of purchases resulting from grants, loans, funds, and similar forms of disbursements of monies which the procuring agency intended to be used for construction.

(d) The guideline does not apply to purchases of cement and concrete which are unrelated to or incidental to Federal funding, i.e., not the direct result of a contract, grant, loan, funds disbursement, or agreement with a procuring agency.

§ 249.04 Definitions.

As used in this guideline:

(a) "Act" or "RCRA" means the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act of 1976, as amended, 42 U.S.C. 6901 et seq.

(b) "Construction" means the erection or building of new structures, or the replacement, expansion, remodeling, alteration, modernization, or extension of existing structures. It includes the engineering and architectural surveys, designs, plans, working drawings, specifications, and other actions necessary to complete the project.

(c) "Contract specifications" means the set of specifications prepared for an individual construction project, which contains design, performance, and material requirements for that project.

(d) "Federal agency" means any department, agency, or other instrumentality of the Federal Government, any independent agency or establishment of the Federal Government including any Government corporation, and the Government Printing Office (Pub. L. 94-580, 90 Stat. 2799, 42 U.S.C. 6903).

(e) "Fly ash" means the component of coal which results from the combustion of coal, and is the finely divided mineral residue which is typically collected from boiler stack gases by electrostatic precipitator or mechanical collection devices.

(f) "Guide specification" means a general specification—often referred to as a design standard or design guideline—which is a model standard and is suggested or required for use in the design of all of the construction projects of an agency.

(g) "Implementation" means putting a plan into practice by carrying out planned activities, or ensuring that these activities are carried out.

(h) "Material specification" means a specification that stipulates the use of certain materials to meet the necessary performance requirements.

(i) "Person" means an individual, trust, firm, joint stock company, Federal agency, corporation (including a government corporation), partnership, association, State, municipality, commission, political subdivision of a State, or any interstate body.

(j) "Procurement item" means any device, goods, substance, material, product, or other item whether real or personal property which is the subject of any purchase, barter, or other exchange made to procure such item (Pub. L. 94-580, 90 Stat. 2800, 42 U.S.C. 6903).

(k) "Procuring agency" means any Federal agency, or any State agency or agency of a political subdivision of a State which is using appropriated Federal funds for such procurement, or any person contracting with any such agency with respect to work performed under such contract (Pub. L. 94-580, 90 Stat. 2800, 42 U.S.C. 6903).

(l) "Recovered material" means waste material and byproducts which have been recovered or diverted from solid waste, but such term does not include those materials and byproducts generated from, and commonly reused within, an original manufacturing process (Pub. L. 94-580, 90 Stat. 2800, 42 U.S.C. 6903, as amended by Pub. L. 96-482).

(m) "Specification" means a clear and accurate description of the technical requirement for materials, products, or services, which specifies the minimum requirement for quality and construction of materials and equipment necessary for an acceptable product. In general, specifications are in the form of written descriptions, drawings, prints, commercial designations, industry standards, and other descriptive references.

Subpart B—Specifications

§ 249.10 Recommendations for guide specifications.

(a) Each procuring agency should assure that its guide specifications do not unfairly discriminate against the use of fly ash in cement and concrete. Each procuring agency should:

(1) Revise specifications, standards, or procedures which currently require that cement and concrete contain virgin materials to eliminate this restriction.

(2) Revise specifications, standards, or procedures which prohibit using recovered materials (particularly fly ash) in cement and concrete to eliminate this restriction.

(b) Guide specifications should require that contract specifications for individual construction projects or products allow for the use of fly ash, unless fly ash use is technically inappropriate for a particular construction application.

(c) Referenced specifications which are maintained by national organizations, such as the American Association of State Highway and Transportation Officials (AASHTO), the American Concrete Institute (ACI), and the American Society for Testing and Materials (ASTM) should be reviewed and modified, if necessary, to remove any discrimination against the use of fly ash in cement and concrete.

(d) Guide specifications should be revised, if necessary, within six months after the effective date of this guideline, to incorporate the recommendations of paragraphs (a) through (c) of this section.

§ 249.11 Recommendations for contract specifications.

(a) Each procuring agency which prepares or reviews "contract" specifications for individual construction projects should revise those specifications to allow the use of cement and concrete which contain fly ash as an optional or alternate material for the project in accordance with § 249.20, except as noted in paragraph (b) of this section.

(b)(1) Notwithstanding the above, procuring agencies should not revise contract specifications to allow the use of fly ash if it can be determined that, for a particular project or application, reasonable performance requirements for the cement or concrete will not be met, or that the use of fly ash would be inappropriate for technical reasons.

(2) The determination under this paragraph should be documented by the procuring agency, design engineer/architect, or other responsible person, based on specific technical performance information. Legitimate documentation of technical infeasibility for fly ash can be for certain classes of applications, rather than on a job-by-job basis. Agencies should reference such documentation in individual contract specifications, to avoid extensive repetition of previously documented points. However, procuring agencies should be prepared to submit such documentation to scrutiny by interested persons, and should have a review process available in the event of disagreements.

(c) Each procuring agency should assure that contract specifications reflect the provisions of paragraphs (a) and (b) of this section by reviewing the contract specifications for any individual construction project before awarding the contract. Procuring agencies are reminded that the statutory requirements apply to projects which are contracted for directly, as well as those projects directly performed under the provisions of grants, loans, funds or similar forms of disbursement.

(d) All contract specifications issued after one year from the effective date of this guideline should meet the provisions of this section.

§ 249.12 Recommendations for material specifications.

(a) Each procuring agency should make maximum use of existing voluntary consensus standards and Federal material specifications for cement and concrete which contain fly ash. These are:

(1) Cement.

(i) ANSI/ASTM C595—"Standard Specification for Blended Hydraulic Cements."

(ii) Fed. Spec. SS–C–1960/4B—"Cement, Hydraulic, Blended."

(iii) ANSI/ASTM C150—"Standard Specification for Portland Cement" and Fed. Spec. SS–C–1960/Gen. are appropriate specifications when fly ash is used as a raw material in the production of cement.

(2) Concrete.

(i) ANSI/ASTM C618—"Standard Specification for Fly Ash and Raw or Calcined Natural Pozzolan for Use as a Mineral Admixture in Portland Cement Concrete."

(ii) Fed. Spec. SS–C–1960/5A—"Pozzolan, For Use in Portland Cement Concrete."

(iii) ANSI/ASTM C311—"Standard Methods of Sampling and Testing Fly Ash and Natural Pozzolans for use as a Mineral Admixture in Portland Cement Concrete."

(b) Only fly ash which, as a minimum, meets ASTM standards should be used, unless a procuring agency has developed sufficient expertise to use non-specification fly ash for particular applications.

§ 249.13 Recommendations for fly ash content and mix design.

(a) This guideline does not specify a minimum or maximum level of fly ash content for any uses, due to variations in fly ash, cement, strength requirements, costs, construction practices, etc. However, replacement rates of fly ash for cement in the production of blended cement generally do not exceed 20% to 30%, although fly ash blended cements may range from 0%–40% fly ash by weight, according to ASTM C595, for cement Types IP and I(PM). Fifteen percent is a more accepted rate when fly ash is used as a partial cement replacement as an admixture in concrete.

(b) Information on fly ash and concrete mix design is contained in the "References" section of this guideline. These sources should be consulted in the design and evaluation of the proper mix ratio for a specific project. In general, the concrete mix is adjusted by adding fly ash, while decreasing cement, water, and fine aggregate. The fly ash should be checked for compliance with applicable ASTM standards/Federal specifications, and trial mixes should be made to verify compliance of such mixes with specified quality parameters as is typically done for portland cement concrete.

(c) Concrete mix design specifications which specify minimum cement content or maximum water:cement ratios could potentially unfairly discriminate against the use of fly ash. Such specifications should be changed in order to allow the partial substitution of fly ash for cement in the concrete mixture, unless technically inappropriate. Minumum cement contents and maximum water:cement ratios may be retained, as long as they reflect the cementitious characteristics which fly ash can impart to a concrete mixture, e.g., by considering portland cement *plus* fly ash as the total cementitious component.

§ 249.14 Recommendations for performance standards.

(a) Each procuring agency should review and, if necessary, revise performance standards relating to cement or concrete construction projects to insure that they do not arbitrarily restrict the use of fly ash, either intentionally or inadvertently, unless this restriction is justified on a case-by-case basis, as allowed for in § 249.11(b).

Subpart C—Purchasing

§ 249.20 Recommendations for bidding approach.

(a) EPA recommends that a procuring agency specifically include provisions in all construction contracts to allow for the use, as an optional or alternate material, of cement or concrete which contains fly ash, except as provided for in § 249.11(b).

(b) Agencies should adopt appropriate bidding approaches to comply with paragraph (a) of this section. While EPA allows flexibility to procuring agencies in this regard, alternatives which should be considered in adhering to paragraph (a) include:

(1)(i) Revision of contract or guide specifications, as discussed in §§ 249.10 and 249.11, such that portland cement or concrete and cement or concrete containing fly ash are both considered acceptable materials for the particular construction job. Such an approach allows a contractor to secure award of a contract based on normal bid evaluation procedures. At a later time, the contractor can exercise the option to use or not to use fly ash, subject to normal quality assurance procedures and review and approval of mix designs, materials, etc. by the procuring agency/project engineer.

(ii) This bidding approach may be most useful in procurements where cement or concrete is not the sole material purchased, e.g., as in the case of a solicitation covering all phases of construction of an office building. Under this approach, procuring agencies should put offerors on notice that a specification change has taken place and that they should actively seek out suppliers of cement or concrete containing fly ash.

(2)(i) Solicitation of alternate bids, allowing separate price quotations for either portland cement concrete or concrete containing fly ash. Under this approach, award is made to the successful bidder (typically lowest priced responsible offeror) for either one or the other of the materials. However, the successful bidder can later revise the selection of materials planned for use, for example, due to technical reasons or material availability, subject to approval of the procuring agency/project engineer.

(ii) This bidding approach may be most useful in procurements where the procuring agency is purchasing cement or concrete separately from other phases of a construction project, thus enabling the agency to evaluate bids for cement or concrete individually and to deal directly with potential suppliers.

(c) Regardless of the method of solicitation used, award should be made in accordance with an agency's customary award procedures, typically to the lowest priced responsible bidder, regardless of whether fly ash is used. In the event that two or more low bids are received which offer different levels of fly ash content, award should be made in accordance with an agency's customary award procedures, typically to the lowest priced responsible offeror. In the case of identical low bids, award should be made to the offeror with the higher level of fly ash content, all other factors being equal.

§ 249.21 Recommendations for reasonable price.

(a) Procuring agencies should use general procedures, such as those contained in the Federal Procurement Regulations, in determining whether the prices offered are reasonable. This determination should consider the objectives of Section 6002 of RCRA.

(b) Techniques of price analysis (not cost analysis) should be used, as appropriate. (Price analysis is the process of examining and evaluating a prospective price without evaluating the separate cost elements and proposed profit of the individual prospective supplier.) Price analysis may be done in various ways, including:

(1) Comparison of the price quotations submitted.

(2) Comparison of prior quotations and contract prices with current quotations for the same or similar end items, making appropriate allowances for any differences in quantities, delivery time, inflation, etc.

(3) Comparison of prices set forth in published price lists or catalogs.

Cost analysis may be necessary where there is no history or published information upon which to base price analysis.

§ 249.22 Recommendations for reasonable competition.

(a) Procuring agencies can assume that there is reasonable competition if there is adequate price competition.

(b) Adequate price competition is usually presumed to exist if:

(1) At least two responsible offerors,

(2) who can satisfy the purchaser's (e.g., the Government's) requirements,

(3) independently compete for a contract to be awarded,

(4) by submitting priced offers responsive to the expressed requirements of a solicitation.

In addition, the reasonableness of prices is a factor which should be evaluated in accordance with § 249.21.

§ 249.23 Reasonable availability.

Procuring agencies should consider cement or concrete which contains fly ash to be reasonably available if it can be delivered in time to successfully perform the job, or if there are no unusual or unnecessary delays expected in its delivery compared to those for portland cement or concrete.

§ 249.24 Recommendations for time-phasing.

In order to minimize any adverse effects on the marketplace or on the procuring agency in implementing this guideline, the Agency recommends that not later than the beginning of the second year after the effective date of the guideline, all contracts should solicit bids which specifically allow for the use of fly ash, in accordance with the provisions of § 249.11 and §§ 249.20–249.23.

Subpart D—Certification

§ 249.30 Recommendations for measurement.

(a) The procuring agency should require the supplier to:

(1) Certify that the percentage of fly ash to be included in the cement or concrete supplied under the contract is in accordance with the amount required by specifications referenced in the solicitation or contract.

(2) Estimate the percentage of fly ash which will be used in a particular mix design, as well as the quantity of fly ash to be supplied under the contract.

(b) Measurement of fly ash content should be made in accordance with standard industry practice, normally on a weight basis, and stated as a percentage of the weight of total cementitious material: (fly ash weight/(fly ash weight + cement weight)) = %. This will often be a reflection of either a typical cubic yard of concrete or ton of cement.

§ 249.31 Recommendations for documentation.

(a) The supplier's certification of fly ash content should not require separate reporting forms, but should make use of existing mechanisms, such as a statement contained in a signed bid document or a mix design proposal.

(b) In cases where the purchase of cement or concrete is not under the direct control of the procuring agency, as in the case of certain indirect purchases, the fly ash content of the cement or concrete purchased and quantity of fly ash used should be made available to the procuring agency.

§ 249.32 Quality control.

(a) Nothing in this guideline should be construed to relieve the contractor of responsibility for providing a satisfactory product. The certification procedures discussed in §§ 249.30 and 249.31 are intended to satisfy the certification requirements of Section 6002, and are entirely separate in purpose and format from standard industry quality control and quality assurance procedures. Cement and concrete suppliers are already responsible both for the quality of the ingredients of their product and for meeting appropriate performance requirements, and will continue to be under this guideline. This guideline does not attempt to shift normal industry procedures for assigning responsibility and liability.

(b)(1) Procuring agencies should expect suppliers of blended cement, fly ash, and concrete to demonstrate (through reasonable testing programs or previous experience) the performance and reliability of their product and the adequacy of their quality control programs. However, procuring agencies should not subject cement and concrete containing fly ash to any unreasonable testing requirements.

(2) In accordance with standard industry practice, fly ash suppliers should be required to provide to users a statement of the key characteristics of fly ash supplied. These characteristics include its chemical constituents, loss on ignition (LOI), and fineness of the matter. These characteristics may be stated in appropriate ranges. Other characteristics should be requested as needed by the procuring agency.

(c) Agencies desiring a testing or quality assurance program for cements, blended cements, or fly ash should contact the U.S. Army Engineer Waterways Experiment Station, P.O. Box 631, Vicksburg, Mississippi 39180.

§ 249.33 Date recommendations.

Certification of fly ash content should occur at the time of purchase of cement and concrete in accordance with the phasing-in recommendations in § 249.24 and §§ 249.30–249.32.

References

EPA recommends that these documents be used by procuring agencies and those persons wishing to familiarize themselves with issues related to fly ash use.

1. ASTM. Standard specification for fly ash and raw or calcined natural pozzolan for use as a mineral admixture in portland cement concrete. ASTM C618, latest edition. Annual book of ASTM standards, part 14. Philadelphia, PA.
2. ASTM. Standard methods of sampling and testing fly ash or natural pozzolans for use as a mineral admixture in portland cement concrete. ASTM C311, latest edition. Annual book of ASTM standards, part 14. Philadelphia, PA.
3. ASTM. Standard specification for blended hydraulic cements. ASTM C595, latest edition. Annual book of ASTM Standards, part 14. Philadelphia, PA.
4. Department of the Army, Corps of Engineers, Office of the Chief of Engineers, Washington, D.C. Standard practice for concrete. EM–1110–2–2000, with latest changes.
5. Department of the Army, Corps of Engineers, Office of the Chief of Engineers, Washington, D.C. Guide Specification for concrete. CW–03305, with latest changes.
6. Department of the Army, Corps of Engineers, Office of the Chief of Engineers, Washington, D.C. Guide Specification for cast-in-place structural concrete. CW–03301, with latest changes.
7. Frohnsdorff, G., and J. R. Clifton. National Bureau of Standards. 1981. Fly ashes in cements and concretes: technical needs and opportunities NBSIR 81–2239.
8. General Services Administration. Specification for pozzolan for use in portland cement concrete. Federal Specification SS–C–1960/5A.
9. General Services Administration. Specification for blended hydraulic cement. Federal specification SS–C–1960/4B.
10. Gordian Associates, Inc. 1978. Potential for energy conservation through the use of slag and fly ash in concrete. DOE report SAN–1699–T1.
11. Lovewell, C. E., and E. J. Hyland. 1974. A method of proportioning structural concrete mixtures with fly ash and other pozzolans. ACI Committee 211, "Proportioning Concrete Mixes," SP–46–8: pp. 109–140 (with 9 references).
12. Tennessee Valley Authority: Singleton Materials Engineering Laboratory. 1979. Properties and use of fly ash in portland cement concrete. Technical report CR–78–2 (with 11 references).

[FR Doc. 83–2335 Filed 1–27–83; 8:45 am]

BILLING CODE 6560–50–M

9834

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
FLH-FH-89(4)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30175

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
5/2/84

8. FEDERAL ROUTE NUMBER
FHP-37 and Primary 89

9. STATE ROUTE NUMBER
Secondary 330

10. GENERAL LOCATION:

Blue Mt. Summit - Elgin Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain and high type pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 5/1/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 4/30/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $4,500,000 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

9834

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FLH-FH-89(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Union

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Dale E. Wilken, Division Administrator
FHWA - Oregon Division

5-2-84

4. PROGRAM NO.

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Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/2/84

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RECEIVED
STATE HWY ENGR
MAY 7 '84
REFER TO
Potter

FHWA - Oregon Division 5-2-84

5. ITEM NO. 30175

Union

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5/2/84	FHP-37 and Primary 89	Secondary 330

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☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
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RECEIVED
STATE HWY ENGR
MAY 7 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. w/ att. to
5/8

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/2/84	G.K. Hessner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

9834

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: April 16, 1984

To: Executive Department
Federal-Aid Coordination Unit

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

I am submitting one copy of the completed application for federal-aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
30175	FLH-FH-89(4)	Blue Mountain Summit-Elgin #OR 840116-022-2

DRH:bkb
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

9234

RECEIVED
STATE HWY ENGR
FEB 24 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

PROGRAM SECTION
February 24, 1984
cc: FHWA
State Highway Enginee
Location Unit
Right of Way Section
Road Design Section (4
Environmental Section
Bridge Section
Aeronautics Division
Federal Aid Group
R. D. Hector, Region 5 Eng
C. K. Ansell, Dist.13 Engr.

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-422-3600

CONCLUSIONS

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: BLUE MOUNTAIN SUMMIT-ELGIN SECTION

WESTON-ELGIN HWY
UNION COUNTY

DATE: February 21, 1984

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 840116-022-2

This number should be used on all correspondence and particularly on SF-424.

NOTED
H.G. COULTER

Dolores Streeter
Clearinghouse Coordinator

PNRS #3
Revised 10/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
JAN 17 1984
INTERGOVERNMENTAL RELATIONS DIVISION

STATE LANDS
JAN 19 1984

PNRS STATE REVIEW

Project #: [illegible] Return Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has adverse effects. (Explain in Remarks Section)

☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

☒ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By ____________

PNRS #2 Phone Number

JK
Union

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

DEPARTMENT OF LAND
CONSERVATION AND DEVELOPMENT
JAN 17 1984
INTERGOVERNMENTAL RELATIONS DIVISION
SALEM

PNRS STATE REVIEW

Project #: 6[illegible] -022-2 Return Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

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( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

No Conflict w/ Statewide Planning Goals

DEPARTMENT OF LAND
CONSERVATION AND DEVELOPMENT
JAN 26 1984
SALEM

Agency LCDC By ____________

PNRS #2 Phone Number [illegible]

7834

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-89(3)
Blue Mountain Summit-Elgin Section
Weston - Elgin Highway

Date: January 17, 1984

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed your letter of January 11, 1984, regarding your proposal to revise the roadbed width on this project from a varying width of 26 feet to 30 feet to a constant width of 28 feet throughout the project.

We approve this change in roadway width. In addition to the information contained in your letter, this change will also promote route continuity in that the recently completed Weston - Weston Mountain project was constructed with 11 foot travel lanes and 3 foot shoulders.

G. K. [illegible]
for Dale E. Wilken

cc:
OSHD (E S Hunter)
OSHD (G Potter)

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 18 '84
REFER TO
[illegible]
FOR
Info ☒ | Inves ☐ | R/D ☐ | D/R ☐ | Sign ☐ | Act ☐ | File ☒

cc [illegible]
1-23-84

75341

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: January 12, 1984

To:
Executive Department
Federal-Aid Coordination Unit
[illegible]
[illegible]

Blue Mountain Intergovernmental
Wallowa County Courthouse
Enterprise, OR 97828

From:
Gary A. Potter, Manager
Program Section

Subject:
Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 13
Section: Blue Mtn. Summit-Elgin Sec.
Highway: Weston Elgin Hwy. ORE 204
County: Union

NOTED
H.S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be March 1, 1984.

JLG:bkb
Attachments

bc:
- D.E. Wilken, FHWA
- ✓H.S. Coulter
- R.N. Bothman
- F.E. Terpin
- J.B. Boyd (2)
- J.H. Versteeg (3)
- Cam Gilmour
- W.J. Hart
- Reg. 5 Engr.: R.D. Hector
- Dis. 13 Engr.: C.K. Ansell
- Aeronautics Division
- David Powers, Parks
- J.L. Gaither

RECEIVED
STATE HWY ENGR
JAN 13 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] **APPLICANT** [45: Department of Transportation — 46] **DIVISION** [79: Highway

03 12] **APPLICANT ADDRESS STREET** [45: Transportation Building — 46] **CITY** [60: Salem — 76] **ZIP** [80: 97310

04 12] **CONTACT PERSON** [45: Gary A. Potter — 46] **AREA CODE** [48: 503 — 49] **PHONE** [55: 378 — 56] **EXTENSION** [59: 6564

01 12] **PROJECT TITLE** [71: Blue Mtn. Summit-Elgin Sec.

11 12] **PROJECT LOCATION—CITY**: Weston-Elgin Hwy. ORE 204 — **PROJECT LOCATION—COUNTY**: Union — **PROJECT LOCATION** [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Rehabilitation of existing roadway (see attached Part 3 of Project

06 12] Prospectus and location map). [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
3,180,000		---			3,180,000

13 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45 — 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79

14 12] **FEDERAL PROGRAM TITLE** [71: Title 23 USC Highways

15 12] **FEDERAL AGENCY NAME** [45: U.S. Department of Transportation — 46] **FEDERAL SUB-AGENCY NAME** [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 1-12-84

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: March — 43] DAY [44: 1 — 45] YEAR [46: 1984

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Blue Mountain Summit - Phillips Creek Road

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require only minor right-of-way acquisition, a slide correction at M.P. 25.2 and a snowplow turn-around at M.P. 30.25. Combined right-of-way acquisition would amount to less than one acre. All other work will be within existing right-of-way.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. This is a restoration project aimed at rejuvenating a section of highway that is breaking up under increased use by heavy trucks hauling timber products. The project would not produce any changes in land use and all work is consistent with the County Land Use Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY: Traffic volumes and flow patterns will not be affected. The highway restoration would facilitate the safe movement of existing traffic. The break up of the existing oil mat surface is threatening the safe movements of lumber and wood products and year-around recreation traffic (hunting, fishing, snowmobiling, and skiing). The project would restore the existing traffic movements and improve safety by the elimination of the large areas of broken pavement and resulting holes and soft areas.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None. The adjacent stream is intermittent in nature and would be dry during the construction season. There are some 25 larger trees in dangerously close proximity to the existing roadway that will be removed. To create a safety zone and to provide an area for snow storage, these trees and others will be cleared within 20-30 feet from the edge of pavement.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None. The existing deteriorating roadway is threatening the safe movement of traffic which comprises an important element of the local economy. Therefore, the proposed restoration project is supported by local residents and agencies.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project will involve the acquisition of less than once acre of right-of-way for a slide correction and snowplow turn-around. Some minor clearing of trees will occur. N other adverse human or physical environmental impacts are anticipated.

OTHER DOCUMENTATION

Partial archeological clearance has been obtained.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	

734-1913 (7-82)

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: 1-12-84*

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

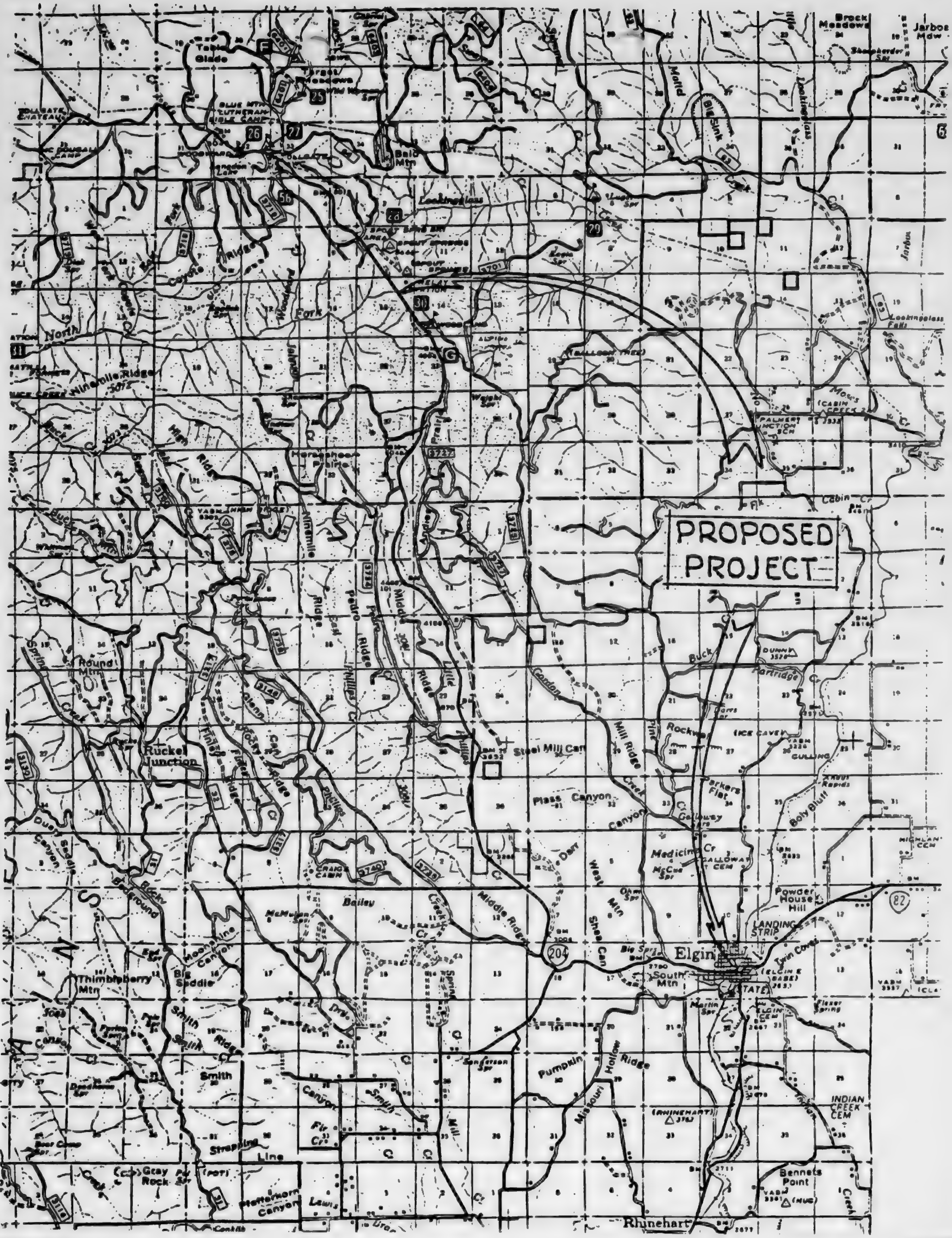
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

*Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. NE
Salem, OR 97301


PROPOSED PROJECT
Elgin
Brock Meadows
Jarboe Mdw
Table Glade
Target Meadows
Bald Mtn
Lookingglass
Big Sink
Moffit
Coyote Ridge
North Fork
Ninemile Ridge
High Ridge
Horseshoe Prairie
Lookingglass Falls
Palmer Junction Sch
Cabin Cr
Buck Cr
Partridge Cr
Round Mtn
Ruckel Junction
Steel Mill Can
Mill Ridge
Rockwall
Parkers Flat
Plass Canyon
Galloway
Galloway Cem
Medicine Cr
Middle Ridge
Pedro Ridge
Phillips Cr
Condon
Powder House Hill
Landing Strip
Highland Cem
Bailey
Big Saddle
Thimbleberry Mtn
Smith Ridge
Smith
Shea Can
West Mtn
South Mtn
Pumpkin Hollow Ridge
Missouri
Indian Creek Cem
Bennets Point
Rhinehart
Strapping Line
Gray Rock Spr
Matterhorn Canyon
Lewis
Mill Cr
Fir Cr
204
82

9 [illegible]

January 11, 1984

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

LOC 6

Candidate Project
Federal Lands Highway Program
Weston-Elgin Highway
Union County

By letter of July 12, 1983, we transmitted candidate projects for consideration under the Federal Lands Highway Program. We now wish to revise the roadbed width on one of these projects, the Blue Mt. Summit-Elgin Section.

The original proposal was:

Roadbed width: M.P. 23.7-27.4 - 30'
27.4-33.1 - 26'
33.1-40.8 - 30'

It is now proposed to construct a 28-foot roadbed width throughout the project.

The results of our field survey indicate that the proposed 28' roadway width can be achieved without extensive grading. To construct the 30-foot roadway width between M.P. 23.7 and M.P. 27.4 and between M.P. 33.1 and M.P. 40.8, as originally planned, would require considerable regrading with the attendant damage to already established and vegetated slopes.

The increase from a 26-foot to 28-foot width is desirable since there is a high percentage of heavy trucks using the route.

Your approval of this change in roadway width is requested.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

bc J. H. Versteeg
G. A. Potter
F. E. Terpin
R. D. Hector

FET/DLS:ge ja

9834

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

December 28, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Blue Mountain Summit - Phillips Cr. Rd.
Weston - Elgin Highway
Union County
F-89~~(3)~~ (-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

CONCUR:

for Division Administrator 1/17/84
Date
FHWA OREGON DIVISION

ENVIRONMENTAL SECTION
January 19, 1984

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Unit
Cost & Records Spec
Surfacing Design
General Files
Bob Hector
John Preston
Vernal Moore
Clayton Ansell

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Blue Mountain Summit - Phillips Creek Road

REGION: 5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require only minor right-of-way acquisition, a slide correction at M.P. 25.2 and a snowplow turn-around at M.P. 30.25. Combined right-of-way acquisition would amount to less than one acre. All other work will be within existing right-of-way.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. This is a restoration project aimed at rejuvenating a section of highway that is breaking up under increased use by heavy trucks hauling timber products. The project would not produce any changes in land use and all work is consistent with the County Land Use Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY: Traffic volumes and flow patterns will not be affected. The highway restoration would facilitate the safe movement of existing traffic. The break up of the existing oil mat surface is threatening the safe movements of lumber and wood products and year-around recreation traffic (hunting, fishing, snowmobiling, and skiing). The project would restore the existing traffic movements and improve safety by the elimination of the large areas of broken pavement and resulting holes and soft areas.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None. The adjacent stream is intermittent in nature and would be dry during the construction season. There are some 25 larger trees in dangerously close proximity to the existing roadway that will be removed. To create a safety zone and to provide an area for snow storage, these trees and others will be cleared within 20-30 feet from the edge of pavement.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None. The existing deteriorating roadway is threatening the safe movement of traffic which comprises an important element of the local economy. Therefore, the proposed restoration project is supported by local residents and agencies.

RECOMMENDED PROJECT CLASSIFICATION

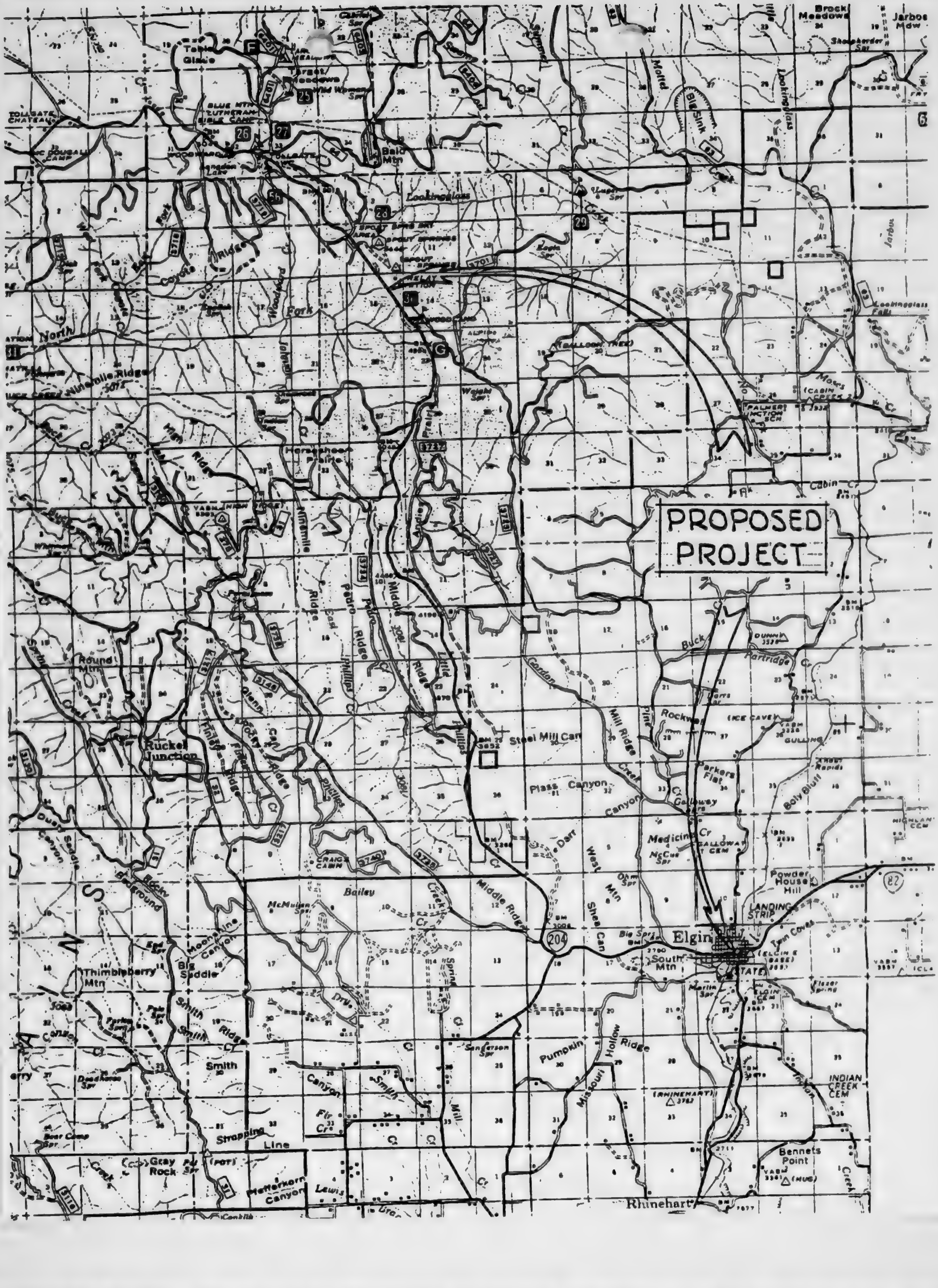
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project will involve the acquisition of less than once acre of right-of-way for a slide correction and snowplow turn-around. Some minor clearing of trees will occur. N other adverse human or physical environmental impacts are anticipated.

OTHER DOCUMENTATION

Partial archeological clearance has been obtained.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	January 17, 1984


PROPOSED PROJECT
Brock Meadows
Jarbo Mdw
Table Glade
Target Meadows
Wild Woman Spr
Blue Mtn Lutheran Bible Camp
Bald Mtn
Motte
Big Sink
Lookingglass
Lookingglass Falls
Spout Springs
Coyote Ridge
Woodward
North Fork
Johnson
Ninemile Ridge
Horseshoe Prairie
High Ridge
Ninemile
Moses Cr
Palmer Junction Sch
Cabin Cr
Buck Cr
Partridge Cr
Dunn
Ice Cave
Rockwall
Parkers Flat
Gulling
Boly Bluff
Galloway
Medicine Cr
Galloway Cem
McCue Spr
Powder House Hill
82
Landing Strip
Elgin
South Mtn
204
Big Spr
Middle Ridge
Dorr
West Mtn
Sheep Can
Gordon
Mill Ridge
Steel Mill Can
Plass Canyon
Canyon
Pedro Ridge
East Ridge
Phillips Cr
Middle Joel Ridge
Little Phillips
Round Mtn
Rucker Junction
Finley Ridge
Rocky Ridge
Glenn Cr
Craig Cabin
Bailey
McMullen Spr
Moonshine Canyon
Big Saddle
Thimbleberry Mtn
Smith Ridge
Smith
Smith Cr
Spring Cr
Dry Cr
Sanderson Spr
Pumpkin Ridge
Missouri Hollow
Rhinehart
Rhinehart
Bennets Point
Indian Creek Cem
Indian Cr
Strapping Line
Gray Rock
Fly Cr
Lewis
Mill Cr
Canyon
Bear Camp Spr
Creek
Indian Cr
Elgin Cem
Fisher Spring
Twin Coves
Martin Spr
Alpine
Weight Spr
Prairie
Joel
Andies
Balloon Tree
Relay Station
Highland Cem

9834

November 15, 1983

James H. Hall, Division Engineer
Western Direct Federal Division
Federal Highway Administration
610 East Fifth Street
Vancouver, WA 98661-3893

LOC 6

Oregon Forest Highway No. 37
Blue Mountain Summit-Elgin Section
Weston-Elgin Highway
Union County

As a result of a telephone conversation with Clyde Leighty, the above Forest Highway Section was reviewed in regards to a shortened project which could be built with the $3.18 million FLH money that Oregon received and an amount from Forest Highway funds.

A project was identified from the Blue Mountain Summit to Phillips Creek Road (M.P. 23.7-37.5), a distance of 13.8 miles. The estimate for this shortened project would be about $5.56 million. Therefore about $2.38 million of Forest Highway funds would be required for the project. This would be a reasonable and worthwhile project which would improve conditions on this highway for the traveling public and the movement of forest products.

The improvement of the remainder of the subject section, Phillips Creek Road to Elgin, would be delayed until Forest Highway funds became available.

There is need for immediate improvement on this highway; however, winter is upon us so next spring would be the earliest that we could expect a contract.

Our proposal can be discussed at the Tri-Agency meeting November 22, 1983.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

cc David B. Trask, U.S. Forest Service
Dale E. Wilken, FHWA

bc H. S. Coulter
R. D. Hector
F. E. Terpin

DEK:ge ja

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

LOC
131-1957

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: October 26, 1983

FROM: Frank E. Terpin
Location Engineer F.E.P.

SUBJECT: Blue Mountain Summit-Elgin Section
Weston-Elgin Highway
Union County

I was notified by a telephone call from Clyde Leighty of the Vancouver office of the WDFD that Oregon had received $3.18 million F.L.H. money for the Blue Mountain Summit-Elgin project. This is considerably less than the $4.3 million requested.

He also informed me that the apportionment Oregon received from the Forest Highway Program was not as large as anticipated, only $6.036 million.

He was wondering if there might be an alternate plan to construct the project without taking more funds from the Forest Highway Program than had already been proposed. I informed him that we would be looking at the situation to determine any acceptable alternatives.

About three years ago a project was identified that began at the Summit, M.P. 23.7, and ended at Phillips Creek Road, M.P. 37.5, a distance of 13.8 miles. The estimate for that project would be about $5.56 million. Combining the $3.18 million of F.L.H. funds with the $2.6 million Forest Highway funds proposed, it would appear that funds are available for the project. The improvement of the remainder of the section from Phillips Creek Road to Elgin would have to be delayed until more Forest Highway funds became available.

Mr. Leighty indicated this subject could be discussed at the meeting to be held in Vancouver on November 22.

RECEIVED
OCT 28 1983
LOCATION SECTION

FET:ge

cc R. D. Hector
D. E. Keyes

10-27-83
Terpin Proceed with the necessary paper work to guarantee the Forest Funds
Ed

cc Potter
Versteeg } Contract spring 1984

RECEIVED
TECHNICAL SERVICES
OCT 26 '83
ASSIGNED TO Keyes
REFER TO Same
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials

STATE OF OREGON **INTEROFFICE MEMO**

TRA 3

TO: Fred Ericksen
Design Engineer Supervisor

DATE: October 19, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Blue Mountain Summit - Elgin Sec.
Weston - Elgin Highway (#330)
Union County

I have reviewed the traffic accident history for the subject section of the Weston-Elgin Highway.

The 1982 accident rate for this section (0.86) compares favorably with the statewide accident rate for rural non-freeway secondary highways (1.59). This may be anomalous however, as the 1980 and 1981 rates compute at 1.43, with two fatalities reported in 1981.

The accident listing reveals fixed object collisions to be the predominate type of accident, with the majority being collisions with cutbanks or roadside ditches. This condition could be improved if the proposed paving project includes some widening with flattened slopes and rounded cutbanks.

A review of the photo log reveals another potential problem. Although only one accident involved a collision with a tree, there appears to be many large (12-18 inch) trees in the immediate vicinity of the rock shoulder. Some of these appeared to be surrounded by the rock slope and only five to eight feet from the edge of the travel lane. Once again, any widening of the roadway or flattening of the slopes would tend to alleviate this problem.

L. E. George
Traffic Engineer

JD:dc

Verstoeg ✓
Andersen
Adams
Macnab
Stoudenmeyer
Turpin
Trout
Waherlig

RECEIVED
OCT 28 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
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Contains Recycled Materials

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION BLUE MOUNT~~IA~~AIN SUMMIT - ELGIN

REGION 5

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1	113-1957	9-19-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 3,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY		1,000	934 GEOLOGY		300
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		2,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		10,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,300
906 BRIDGE DESIGN		1,000	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		1,000	923 ENVIRONMENTAL SECTION		300	950 TRAINING		
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 31,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER F-89 (3)

LOCATION ENGINEER'S REMARKS

This authority will replace Blue Mountian Summit-Phillips Creek, Prefix No. 131-1455 and will complete the preliminary engineering started under that account.

RECEIVED SEP 21 1983 ROAD DESIGN SECTION

1 ✓
cy
2
cy
3 Stoudenmayer
Tergin
4
cy Wakerlig
5 Molly

cy to Lyle
Do Not File
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Bring Up
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X original signed by R. Hector	DATE 8-2-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 9-16-83
RECOMMENDED, LOCATION ENGINEER X	DATE 9/14/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 9-8-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION BLUE MOUNTAIN SUMMIT-ELGIN			REGION 5
STATE HIGHWAY # 330	HIGHWAY NAME WESTON-ELGIN	MILE POST FROM 23.7 TO 40.8	LENGTH 17.1
☐ URBAN ☒ RURAL	CITY	COUNTY UNION	ROAD/STREET NAME
ROUTE # ORE 204	FEDERAL AID # FAP 89	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 160	GRADING	(✓)		FILES (#)	–
RIGHT OF WAY		$	PAVING	(✓)	X	ACRES (#)	–
ROADWAY	$ 4674		STRUCTURES	(✓)		RELOCATIONS (#)	–
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 140					RIGHT OF WAY DESCRIPTIONS (S,C,A)	–
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	–
40% ENGINEERING & CONTINGENCIES	$ 1926		DESIGN CATEGORY	(1-7)	4	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 6740	WORK TYPE	(1-12)	4	☒ CONTRACT ☒ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 6900					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2 / 84	RECOMMENDED FUNDING SOURCE PLH/FH	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	–	–
SIGNALS (#)	–	–
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	550	850
YEAR OF AVERAGE DAILY TRAFFIC	1983	2000

DEFINE THE PROBLEM

Roadway structure has failed on this section of highway. Majo contributing factor is increased truck traffic transporting Forest Products. Maintenance of this section is beyond capability of State Forces.

PROPOSED SOLUTION

Reconstruct roadway base section and pave with 4 inch AC wearing surface. Existing oil mat to be broken up and incorporated into the base section..

REQUESTED REGION ENGINEER X	DATE 8-2-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
BLUE MOUNTAIN SUMMIT-ELGIN

REGION
5

PROJECT JUSTIFICATION

This section of highway has exceeded the expected design life and has failed. The major contributing factor in this failure is the movement of heavy trucks transporting Forest Products to various processing/manufacturing points and retail outlets in Oregon and Washington.

This route is an important transportation link vital to the economy of a wide area. The route serves timber harvest areas of the Umatilla National Forest, year round forest recreation areas., i.e. snowmobiling, skiing, fishing, prime elk and deer hunting and camping.

This project is consistent with the Division's goal of maintaining the existing highway system.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: BLUE MOUNTAIN SUMMIT-ELGIN

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE		SENSITIVE LAND	N
PHOTOGRAMMETRY	S ~~N~~	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	E	DETOUR	N	BORROW SOURCE	S ~~N~~	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	E	DISPOSAL SITE	S ~~N~~	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	E	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	–	OLD (#)	NEW (#)

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES (LIST BELOW)

COMPANIES
City of Elgin (Water and Sewer)
CP National (Electrical)
Gen. Telephone (Telephone)

DESIGN SPEED: 50

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2-3'			11-12	×	11-12			2-3'				
							NO	CHANGE								

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Aggregate Base		10"			
Open Grade Emulsion		4'			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Blue Mountain Summit - Elgin Creek

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

None: All work will be done within existing right-of-way.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None: This is a restoration project aimed at rejuventating a section of highway that is breaking up under increased use by heavy trucks hauling timber products. The project would not produce any changes in land use and all work is consistent with the County Land Use Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The highway restoration would facilitate the safe movement of existing traffic. The breakup of the existing oil mat surface is threatening the safe movements of lumber and wood products and year-around recreation traffic (hunting, fishing, snowmobiling, and skiing). The project would restore the existing traffic movements and improve safety by the elimination of the large areas of broken pavement and resulting holes and soft areas.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None: The adjacent stream is intermittent in nature and would be dry during the constructio season.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None: The existing deteriorating roadway is threatening the safe movement of traffic which comprises an important element of the local economy. Therefore, the proposed restoration project is supported by local residents and agencies.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

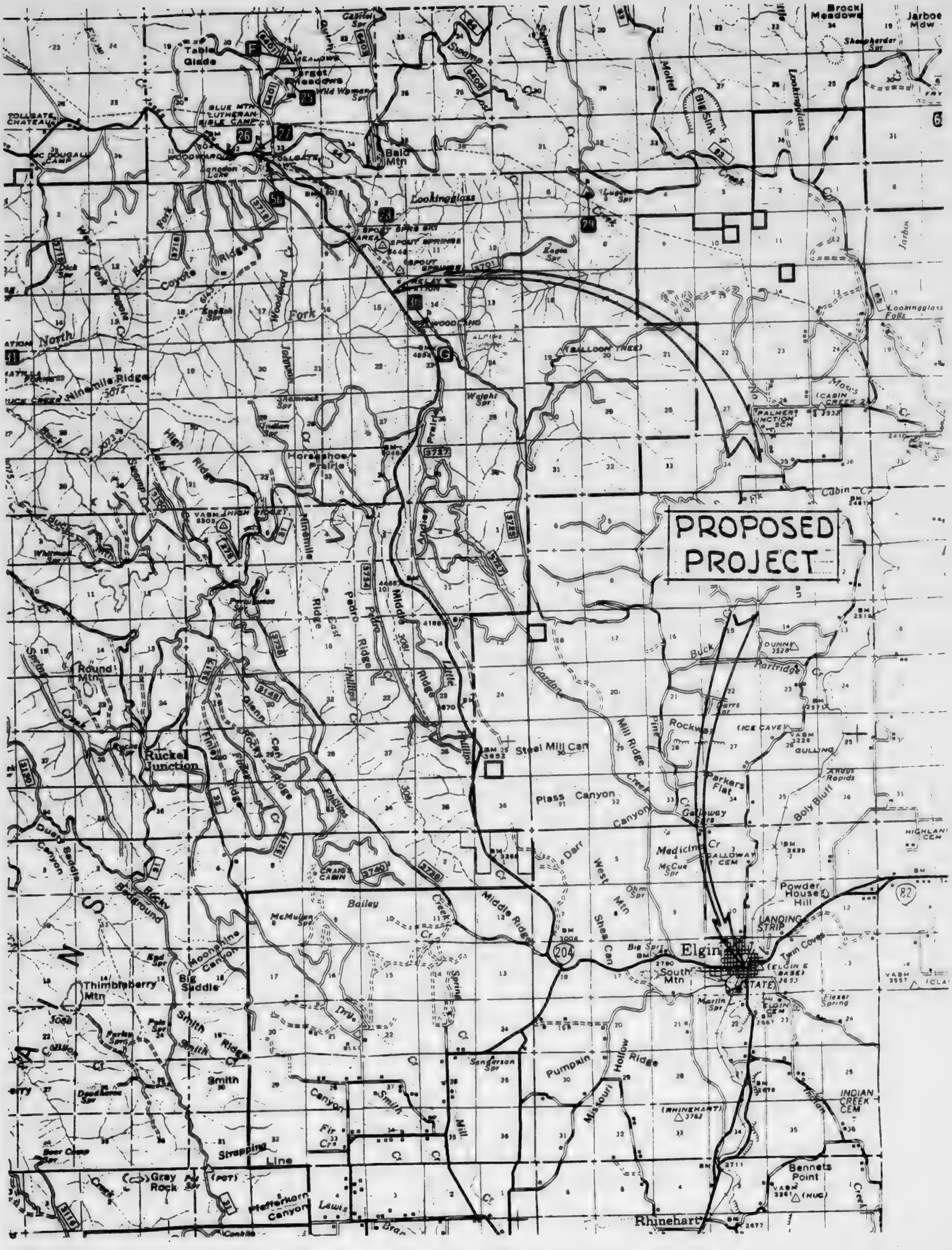
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed work is restorative in nature and will be done within the existing right-of-way. The lack of right-of-way acquisition coupled with no adverse physical-environmental impact supports a project classification of Class 2 (Categorical Exclusion).

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
John Preston	963 3177	


PROPOSED PROJECT
Table Glade
Target Meadows
Wild Woman Spr
Blue Mtn Lutheran Bible Camp
Tollgate Chateaus
McDougal Camp
Woodward
Langdon Lake
Tollgate
Bald Mtn
Lookingglass
Spout Springs
Spout Springs Ski Area
Relay Station
Woodland
Balloon Tree
Alpine
Brock Meadows
Jarboe Mdw
Shepherder Spr
Big Sink
Lookingglass Falls
Palmer Junction Sch
Cabin Cr
Wright Spr
Shamrock Spr
Ninemile Ridge
High Ridge
Horseshoe Prairie
North Fork
Coyote Ridge
Middle Ridge
Patro Ridge
Steel Mill Can
Plass Canyon
Mill Ridge
Rockwall
Parkers Flat
Galloway
Medicine Cr
Galloway Cem
Dunn
Partridge Cr
Ice Cave
Gulling
Boly Bluff
Highland Cem
Powder House Hill
Landing Strip
Twin Coves
Elgin
Elgin Cem
South Mtn
Big Spr
Shea Can
West Mtn
Darr
Round Mtn
Ruckel Junction
Glenn Can
Dusty Canyon
Backbone
Moonshine Canyon
Big Saddle
Thimbleberry Mtn
Smith Ridge
Smith
Bailey
McMullen Spr
Craig Cabin
Dry Cr
Sanderson Spr
Pumpkin Hollow Ridge
Missouri
Rhinehart
Indian Creek Cem
Bennets Point
Grey Rock
Strapping Line
Pfefferkorn Canyon
Lewis
Fir Cr
204
82

7237 N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION BLUE MOUNT~~IA~~AIN SUMMIT - ELGIN 330

REGION 5

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX ~~[illegible]~~ 131-1957

DATE 9-19-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 3,500
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY		1,000	934 GEOLOGY		300
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		2,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		10,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,300
906 BRIDGE DESIGN		1,000	921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		1,000	923 ENVIRONMENTAL SECTION		300	950 TRAINING		
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
91 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
9 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 31,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER F-89(3)

LOCATION ENGINEER'S REMARKS

This authority will replace Blue Mountian Summit-Phillips Creek, Prefix No. 131-1455 and will complete the preliminary engineering started under that account.

RECEIVED
SEP 23 1983
ROAD DESIGN SECTION

L Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
Trout
Wakerlig

Lyle
Do Not File ☐
Return To
Bring Up ..../..../....
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 9/1/3
RECOMMENDED, REGION ENGINEER X original signed by R. Hector	DATE 8-2-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E. T. Smith	DATE 9-16-83
RECOMMENDED, LOCATION ENGINEER X Frank E. Tupin	DATE 9/12/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 9-8-83	

734-1914 (7-82)

GENERAL INSTRUCTIONS

The Survey Authority is Part 4 of the Project Prospectus. It shows the funds approved for the project development work. It is also used to revise the authorized funds, if necessary. It is to be submitted to Program Management along with the Project Details part of the Project Prospectus for the initiation of the project development work.

SPECIAL INSTRUCTIONS

The **PREFIX** will be entered in Salem for the first authorization.

Enter the **ESTIMATED COST** for each of the functions your office is responsible for. Region responsibilities are functions 901, 902, 903, 910, 913, 914, 926, 936, 938, 950, 955 and 980 (unshaded boxes). The Location Office will collect the estimates from the other Salem offices, fill in the **CURRENT AUTHORIZATION** column and **TOTALS.**

The **RIGHT OF WAY PREFIX** , **FEDERAL AID PROJECT NUMBER** and the **LOCATION ENGINEER'S REMARKS** will also be completed in Salem. In the signature block place the preparer's name and the Region Engineer's signature.

9834

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-89(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30175

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/8/83

8. FEDERAL ROUTE NUMBER Primary 89

9. STATE ROUTE NUMBER Secondary 330

10. GENERAL LOCATION:

Blue Mt. Summit - Elgin Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including Archeological salvage and utility prepartory work
TEC $31,200
F.F $27,502

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 8/31/83.

RECEIVED
STATE HWY ENGR
SEP 13 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
9/13

14. DATE 9/8/83

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 10-78) PREVIOUS EDITIONS MAY BE USED

7234 330

N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES

TO: J. H. Versteeg
Road Design Engineer

DATE: August 23, 1983

FROM: Lyle K. Watson Lyle K. Watson
Final Design Supervisor

SUBJECT: STATUS REPORT
Blue Mountain-Elgin Section
Forest Boundary-Swamp Creek Section

Blue Mountain-Elgin Section ADT 600

Project Manager: Bobby Johnson

Field data consisting of typical sections, quantities, drainage, and slide correction are scheduled for submittal to Final Design approximately September 1, 1983. This will be for an overlay only.

Forest Boundary-Swamp Creek Section ADT 200 - 300

Project Manager: Joe Schlieski

Cross sections are being plotted and base design received Aug ~~September~~ 22, 1983. Project is to be submitted approximately September 1, 1983, for an overlay and base reconstruction only.

Aerial mapping will not be available for either project before September 1, 1983, or later.

The Blue Mountain-Elgin Section will require four to six weeks to spiral curves, drainage revisions in Elgin and other features.

LKW:kkr

cc: E. S. Hunter
R. D. Hector
D. R. Adams
Bobby Johnson
J. A. Schlieski

81-125-1387

9534

1

STATE OF OREG N
ROAD DESIGN SECTION

INTE OFFICE MEMO
DES

TO: J. H. Versteeg
Road Design Engineer

DATE: August 23, 1983

FROM: Lyle K. Watson Lyle K. Watson
Final Design Supervisor

SUBJECT: STATUS REPORT
Blue Mountain-Elgin Section
Forest Boundary-Swamp Creek Section

F S [illegible]

Blue Mountain-Elgin Section [illegible] - OVERLAY

Project Manager: Bobby Johnson

Field data consisting of typical sections, quantities, drainage, and slide correction are scheduled for submittal to Final Design approximately September 1, 1983. This will be for an overlay only.

Forest Boundary-Swamp Creek Section [illegible] - Lewiston

OVERLAY

Project Manager: Joe Schlieski

Cross sections are being plotted and base design received September 22, 1983. Project is to be submitted approximately September 1, 1983, for an overlay and base reconstruction only.

Aerial mapping will not be available for either project before September 1, 1983, or later.

The Blue Mountain-Elgin Section will require four to six weeks to spiral curves, drainage revisions in Elgin and other features.

LKW:kkr

cc: ✓E. S. Hunter
R. D. Hector
D. R. Adams
Bobby Johnson
J. A. Schlieski

8-23-83 ✓

CC

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
AUG 23 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Ret	File

81-125-1387

7-34 N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

330

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION Blue Mountain Summit-Phillips Creek Rd.	REGION 5

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	2	131-1455	8-17-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 40,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY		17,000	934 GEOLOGY		1,000
903 LOCAL GOVERNMENT			918 LOCATION		1,500	935 SOILS		1,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		500
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT		500
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		500	923 ENVIRONMENTAL SECTION		500	950 TRAINING		
910 REGION GEOLOGIST		5,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		300	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		300	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		300	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 70,000
PREVIOUS AUTHORIZATION		$ 48,700
ADD. AUTH. REQUIRED		$ 21,300

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
State

LOCATION ENGINEER'S REMARKS

The purpose of this survey is to prepare a field survey to widen and resurface a deteriorated roadway. The project is on the Weston-Elgin Highway in Union County. Project begins at MP 23.7 and ends at MP 37.5 for a total length of 13.8 miles. In order to expediate completion of the field survey, a State funded prefix was established.

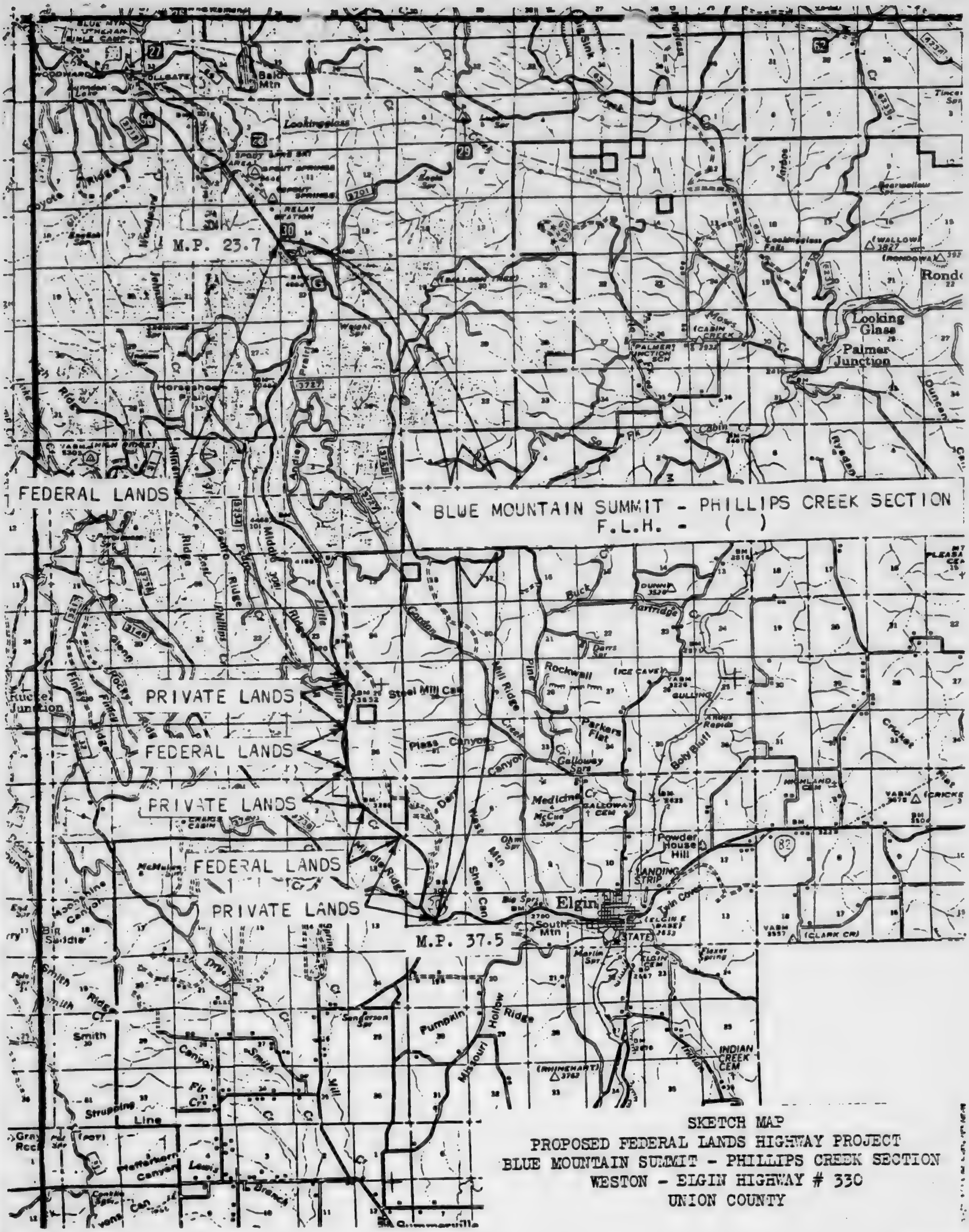
1 Vetters
cy Anderson
2 Adams
cy Macnab
3 Stoudenmayer DMS
Terpin
4 Trent
cy Wakerlig

RECEIVED
SEP 08 1983
ROAD DESIGN SECTION

cy to Lyle
Do Not File ☐
Return to Molly
Bring Up ..../..../....
Action

PREPARED BY Don Berg	DATE 8-17-83	APPROVED. ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 8/30/83
RECOMMENDED. REGION ENGINEER X	DATE	APPROVED. ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED. LOCATION ENGINEER X Frank E. Terpin	DATE 8/26/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)


M.P. 23.7
FEDERAL LANDS
BLUE MOUNTAIN SUMMIT - PHILLIPS CREEK SECTION
F.L.H. - ( )
PRIVATE LANDS
FEDERAL LANDS
PRIVATE LANDS
FEDERAL LANDS
PRIVATE LANDS
M.P. 37.5
Bald Mtn
Lookingglass
Relay Station
Horseshoe Prairie
Middle Ridge
Rondo
Looking Glass
Palmer Junction
Cabin Cr
Buck Cr
Partridge Cr
Rockwall
Steel Mill Cabin
Mill Ridge
Parkers Flat
Galloway Spr
Medicine Cr
Galloway Cem
Powder House Hill
Landing Strip
Elgin
South Mtn
Indian Creek Cem
Pumpkin Ridge
Missouri Hollow
Rucker Junction
Smith Ridge
Smith
Stripping Line
Summerville
Bolly Bluff
Cricket

SKETCH MAP
PROPOSED FEDERAL LANDS HIGHWAY PROJECT
BLUE MOUNTAIN SUMMIT - PHILLIPS CREEK SECTION
WESTON - ELGIN HIGHWAY # 330
UNION COUNTY

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 1, 1983

In Reply Refer to
File No.:
LOC 6
NOTED
E. S. HUNTER

Phil Hirl
U.S. Forest Service
P. O. Box 3623
Portland, OR 97208

Copy.
Acc 9.5
Public
Lands

Re: Projects Proposed for Public Lands Funding

The Highway Division is proposing the following projects for funding with Public Lands Funds:

1. Forest Boundary-Hidaway Springs Road Section
   Enterprise-Lewiston Highway (Forest Highway #38)
   Wallowa County — Length - 71 miles
   Estimated Cost - $2.8 million

2. Blue Mountain Summit-Phillips Creek Road Section
   Weston-Elgin Highway (Forest Highway #37)
   Umatilla and Union Counties — Length - 13.8 miles
   Estimated Cost - $3.4 million Public Lands Funds
   $1.3 million Federal-aid

3. Linn County Line-Suttle Lake Road Section
   Santiam Highway (Forest Highway #23)
   Jefferson County — Length - 6.5 miles
   Estimated Cost - $3.5 million

The chances of receiving funding will be enhanced if your agency would provide letters stating that the project meets your land-use plans and is of primary importance to you.

As discussed with you on July 1, 1983 we must submit this endorsement to the Federal Highway Administration, Oregon Division Office, by July 6, 1983 along with our application for funding. As arranged, in the event it is not possible to transmit the letters by mail in time, we will have someone pick them up for hand delivery.

We appreciate your cooperation in this matter and take this opportunity to express our thanks for your efforts in our behalf.

ORIGINAL SIGNED BY
FRANK E. TERPIN

Frank E. Terpin
Location Engineer

FET:ja

bc E. S. Hunter

RECEIVED
TECHNICAL SERVICES
JUL 6 '83
REFER TO
FOR
File
Copy
Sign
C/R
R/D
Inves
Info

Form 734-3122

1984 Blue Mountain Summit- 9834
Elgin Sec. Weston-Elgin Hwy.
DEPOSITION OF ROBERT RICHARD REINHARD,J

7534/

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

MORSE BROS., INC.,
an Oregon corporation,

Plaintiff,

vs.

THE STATE OF OREGON, through the
Oregon Department of Transportation,
Highway Division,

Defendant.

No. 85-1194

DEPOSITION OF ROBERT RICHARD REINHARD, JR.

Taken in Behalf of Defendant

BE IT REMEMBERED that, pursuant to stipulation of counsel hereinafter set out, the adverse witness deposition of ROBERT RICHARD REINHARD, JR., was taken in behalf of the defendant, before Kristin B. Lewis, a certified court reporter and notary public for the State of Oregon, Friday, November 8, 1985, commencing at the hour of 10:23 a.m., in the conference room of the law offices of William F. Cloran, Assistant Attorney General, Department of Justice, 400 Justice Building, in the City of Salem, County of Marion and State of Oregon.

APPEARANCES

F. Gordon Allen
Charles R. Schrader
Allen, Kilmer, Schrader,
Yazbeck & Chenoweth
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101 S. W. Main Street
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Telephone: (503) 224-0055

Attorneys for Plaintiff

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Assistant Attorney General
Department of Justice
100 Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

Attorney for Defendant

ALSO PRESENT:

Ronald J. Kleinschmit

INDEX

PAGE

Examination by Mr. Cloran

EXHIBITS

DEPOSITION EXHIBIT NO.	ITEM	MARKED
Defendant's 1	Contract and bond, Blue Mountain Summit-Elgin, 6-1-84 (48 pgs)	21
Defendant's 2	Plans, Blue Mountain Summit-Elgin, May, '84 (22 pgs)	21
Defendant's 3	Handwritten calculations (13 pgs)	32
Defendant's 4	Handwritten calculations (21 pgs)	34
Defendant's 5	Bid items	45
Defendant's 6	Cross reference, bid item to pay item	45
Defendant's 7	Price agreement, Blue Mountain Summit-Elgin, 7-84, with attachments (5 pgs)	52
Defendant's 8	Letter to B. Johnson from R.R. Reinhard, 11-16-84, with attachment (3 pgs)	52
Defendant's 9	Letter to B. Johnson from R.R. Reinhard, 12-28-84 (2 pgs)	52

STIPULATION

(At said time and place, the following stipulation was entered into by and between the parties hereto through their respective counsel.)

It is hereby stipulated, by and between the parties hereto, through their respective counsel, that the adverse witness deposition of:

ROBERT RICHARD REINHARD, JR.

may be taken in behalf of the defendant, before Kristin B. Lewis, a certified court reporter and notary public for the State of Oregon, at this time and place, on oral interrogatories to be propounded to said witness as by law provided.

It is further stipulated that all irregularities as to notice of time and place and manner of taking said deposition are hereby waived, each party reserving the right to object at the time of trial to any question or answer as to the competency, relevancy, or materiality thereof, but that objections as to the form of questions are waived unless made at the time of taking said deposition.

It is further stipulated that the reading and signing of said deposition by the witness are hereby waived.

ROBERT RICHARD REINHARD, JR.

was thereupon produced as an adverse witness in behalf of the defendant and, having been first duly sworn on oath by the reporter, was examined and testified as follows:

DIRECT EXAMINATION

BY MR. CLORAN:

Q. Mr. Reinhard, we've been previously introduced. My name is Bill Cloran, and I represent the State of Oregon in a case in Marion County Circuit Court in which Morse Brothers is suing the State of Oregon concerning the Blue Mountain Summit-Elgin paving job.

You are aware that case is going on.

A. Correct.

Q. You're employed by Morse Brothers, is that right?

A. Yes.

Q. You understand that Morse Brothers is the plaintiff in the case, and that the state is the defendant in the case, and so the interests of my client are adverse with those of your employer.

A. Yes, I do.

Q. Have you had an opportunity -- back up a second.

Have you been deposed before?

A. Yes, I have.

Q. How recently?

A. Two years ago.

Q. Have you had an opportunity to discuss today's deposition with your counsellors?

A. Yes, I have.

Q. Generally, you understand that the testimony is ultimate.

A. Yes.

Q. And that it can be used in a court of law.

A. Yes.

Q. And you have counsel here present with you that you can consult with if you have any questions concerning procedure or answers or things like that.

A. I understand.

Q. What I normally like to do in depositions, if it's all right with you, Mr. Reinhard, is, in the first place, if I ask any question that you don't understand, before answering if you'd indicate to me that the question is unclear to you.

A. (Nodding head in affirmative).

Q. I do that because -- well, I suppose it might be tricky to ask you a question you don't understand. It doesn't get me an answer that makes any sense, so I want you to understand the question before you answer it.

A. (Nodding head in affirmative).

Q. So if you don't understand a question, would you make that known to me?

A. Yes, sir.

Q. The other thing is that, as far as breaks or review of documents during the deposition is concerned, we have exhibits and documents here in a book and we have some others available.

If you're not sure concerning an answer and there's a document that might assist you that you think that we might have, I'm not here to test your memory in today's deposition. If you just let me know what that is, we'll make an effort to try to get it --

A. Fine.

Q. -- to assist you in connection with your answers.

We're not playing a memory game. If there is something written that will help you, why we want to have it there for you.

A. (Nodding head in affirmative).

Q. Are there any questions you have generally about the process of deposition before we get started?

A. Not at this time.

Q. Where were you born?

A. Born in Southern California.

Q. How long ago was that, about?

A. Forty-eight.

Q. I take it you graduated from high school.

A. Yes, sir.

Q. Where was that?

A. In Northern California.

Q. What city?

A. Willits.

Q. Willits?

A. (Nodding head in affirmative).

Q. And when would that have been? Around 19 --

A. Sixty-six.

Q. Sixty-six?

A. (Nodding head in affirmative).

Q. Did you go on to colleges?

A. Yes, I did.

Q. Where?

A. At Stanford University and at Oregon State

University.

Q. What course of study did you follow at Stanford?

A. Political science at Stanford, and civil engineering management at Oregon State.

Q. Did you receive a degree from Stanford?

A. Yes, I did.

Q. That would have been about 1970, wouldn't it?

A. That's correct.

Q. And was that in political science?

A. Yes, sir.

Q. B.A.?

A. M-hm.

Q. What sort of a degree did you receive from Oregon State?

A. Degree in CE -- at that time, it was called CET, civil engineering technology.

Q. Was that an advanced degree?

A. No. It was an undergraduate degree.

Q. What year did you receive that?

A. Seventy-three.

Q. When did you first go to work in the construction industry?

A. 1968.

Q. And who did you go to work for and what did you do?

A. I went to work for a company by the name of E. G. Spartan out of San Jose, and I was a laborer for them.

Q. Was that summer type work?

A. Yes, sir.

Q. When was your next employment in the construction business?

A. The next summer I worked for Tiekert & Son out of Sacramento. Worked with them for two summers, also, as a -- excuse me -- first year was a laborer and second year I was kind of an office times keeper.

Q. What was your next job in construction?

A. Next job was in Oregon, working for (pausing) an outfit out of Seattle, Washington, laying pipe in the City of Albany, and I don't recall the name of that.

Q. How long did that job last?

A. That was again a summertime job.

Q. Were you a laborer or pipe fitter or what?

A. Laborer.

Q. That brings us up to about the time you'd be going to school at Oregon State.

A. I was going to school at Oregon State, yes, sir.

Q. And what was your next employment.

A. Next employment, again, the name escapes me. This time I was working as a laborer for the Linn-Benton Community College.

Q. That was summer type work?

A. Yes, sir.

Q. What was your next employment?

A. With Cliff Berg, B-e-r-g, and that was in Alaska in the building and highway construction.

Q. What did you do for Mr. Berg?

A. I was an estimator and a project superintendent for Mr. Berg.

Q. And what year was that?

A. That would have been -- that was the summer of '73, the winter of '73 and '74.

Q. Did you have your degree from Oregon State at that time?

A. I did.

Q. So this was full-time employment rather than summer.

A. Correct.

Q. What kind of training did you have to be an estimator for Mr. Berg?

A. The curriculum at OSU has various

estimating classes, engineering classes, takeoff and drafting classes, and then to work with Mr. Berg as he further refined your capabilities to fit his individual estimating procedures.

Q. Had that job already started at the time you went on it or were you the estimator and then became the project manager?

A. I would say both, at the time. It was a smaller company. I went up there running one of his projects, but at the same time doing some other estimating on other projects.

Q. So there was more than one project.

A. Yes, sir.

Q. Where did you go to work next in the industry?

A. Then I came down to Oregon, went to work for Morse Brothers.

Q. That would have been 1974?

A. Yes.

Q. And what capacity did you first go to work for Morse Brothers in?

A. As an estimator.

Q. Why don't you give me a brief resume of your experience to date of Morse Brothers, Bob.

A. I started out as an estimator with Morse

Brothers, working -- estimating basically the smaller projects for a period of time, time being say a year or year and a half, gradually moving up the scale the size of the projects where I was bidding the agency work, agency being the city, counties, eventually the state work.

After working with Morse Brothers four years, I believe, I became what they called a superintendent -- construction superintendent -- which meant overseeing the projects and the manpower and equipment to coordinate the projects to completion.

Q. Did you continue to estimate when you became a superintendent?

A. I did off and on, as the -- I'd say the work load required it and allowed me to have time to estimate, meaning that I did not during the construction season because the time was demanded elsewhere, but in the wintertime as projects came in, our estimating pool got busy, then I would help in spots where needed.

Q. That would be about '78 you became a superintendent?

A. Yes. And I was a superintendent until I'd say about '81 when I became manager of the construction division.

Q. Is that the position that you currently hold?

A. Correct.

Q. In terms of Morse Brothers' corporate structure, where does the manager of the construction division fit in?

A. Well, I answer to Frank Morse, who's the president.

Clarify your question a little bit further and I'll give you some more.

Q. What kind of people work for you?

A. I have a number of -- well, I have an estimator with his staff that works for me, I have superintendents -- project superintendents -- that run projects and oversee various phases of the working end of the highway construction, that work for me, and also the truck dispatch and truck shop maintenance, which does all the maintenance on the equipment and trucks -- directly responsible.

Q. Excuse me. I didn't mean to cut you off.

A. That's fine.

Q. Are those kind of equivalent divisions? So, for instance, if I were to draw an organizational diagram and to put Mr. Morse in a box up above you, then a line would run down to you, and that would be your box, then would be a bar and would be estimating and the superintendents and the truck dispatch.

A. That's correct.

Q. What are defined as your responsibilities as construction manager? Do you have a job description, or have we just run through it?

A. Basically, just run through it, yes, sir.

Q. Do you have any ownership interest in the company in your position?

A. The company is entirely a family-held company.

Q. So you're an employee rather than a corporate officer.

A. That's correct.

Q. Now, tell me how a job first comes in to Morse Brothers and what path a set of plans and specifications might take.

A. Depending on whether it's an agency job or a private job -- since we're talking about an agency job, we'll bring that procedure in.

Usually, you see an advertisement or know of a project through project managers, state project managers, which you anticipate looking at, but there is an advertisement, respond to the advertisement, get a set of plans.

Q. Are you the person who makes the decision whether or not you're going to respond to that add?

A. Yes. The various projects are highlighted to me from the estimator, and we will look at various projects.

If we see one we would like to respond to or delve any further in, then we will get plans and specifications on those projects.

Q. What do you do when you get the plans and specs?

A. We take a look at the project to see if, number one, we can do the work that's required on the project.

If we can, then, how it fits into our schedule, and if favorable on both those accounts, then we'll do an estimate takeoff on it and submit a bid.

Q. When you say that you take a look to see whether or not it's the kind of work that you can do, what factors do you consider in deciding whether a job is something you can do?

A. A lot of it details the timeliness of a project, which I was mentioning earlier, but also the interrelation with other work on a project, and the location.

A quick for instance would be by an advertisement it may have bid items that we are interested in -- basically, asphalt, grading -- but it also has a structure on it, so we may take a full set of plans to see is the structure a major part or a minor part.

Q. So you evaluate it to see whether or not it's the kind of work that you do.

A. Correct.

Q. And then you mentioned whether or not it fit into the schedule.

Does Morse Brothers have an overall schedule of all committed work and committed equipment and crews that you consult for that?

A. Clarify a little bit, please.

Q. Do you have a master scheduling document that -- you mentioned when you took a job, when you took a set of plans and specifications in, one of the things that you checked it for was whether or not it was the kind of work that you did, and the second thing was whether or not it fit into the schedule.

What I took "fitted into the schedule" to mean was you made some evaluation of how the company's resources were committed and whether you could take on the additional work.

A. We have to look at the resources that we have to do a job, yes.

Whether we have a master schedule -- the company is not that large where we have to really realize off a board what resources we have or that are available or are not available.

When I make mention of the schedule, state projects, most projects, agency projects, state projects, are let with a completion date.

Some of the completion dates we could not address because of prior commitments, and a lot depends on the staging through the project, which you do not know until you've received the plans that maybe there's different move-ins, phases that will drive that particular project into a time frame that we're already locked out on a previously-committed or obtained job.

Q. Who is the person who has the responsibility for deciding on the basis of the factors you just described whether or not Morse Brothers wants the work?

A. Myself.

Q. And you keep kind of a mental list of what's going on in the company in order to do that?

A. Correct.

Q. Now, once the decision has been made that the work is the kind of work that you do and that you have the resources available to do the work, I take it that somebody prepares an estimate.

Do you then review the estimate before it goes in?

A. Yes.

Q. And you're also the supervisor of the people in the estimating department.

A. Correct.

Q. How many estimators do you have working for the company?

A. That number varies depending again on the time of the year, being that the construction -- the highway construction we're in tends to be fairly seasonal.

We employ three to four estimators during the summertime, try and minimize that in the wintertime.

By when I say "minimize," we do have two retired estimators that do not mind coming back in during the summer months that take care of the smaller projects and that work load.

I'd basically say two full-time estimators.

Also, during the wintertime when the outside activities decrease, the project superintendents can be called on to assist in estimating.

Q. So that's kind of a permeable wall between the estimating and the project superintendents that the project supervisors sometimes cross back in and do some estimating.

A. Yes.

Q. Who was it that estimated the Blue Mountain Summit-Elgin job?

A. My chief estimator, a gentleman by the name of Stan Barton, bid the job, as did myself on this particular job.

Q. Which parts of it did Stan do and which parts of the estimate did you do?

A. We both did all parts, in that the project after we received the plans and looked at it fitted our time schedule and resources very well, so we said, "Let's both take a look at it, bid totally separate, come back afterwards and review between the two of us," rather than himself bidding it and me critiquing his bid, or in the cases where, like I said, if we get very busy myself or someone else will bid a job and someone else will critique it.

Q. That's a check to be sure you haven't missed anything?

A. Correct.

Q. In terms of estimating the job with Mr. Barton, you of course would have the final word on whatever estimate went in.

A. Yes.

Q. Is that right?

A. (Nodding head in affirmative).

Q. How did you go about estimating the job?

A. Normal procedure, and I would say this would be the same, is to look at per bid item and bid each bid item as listed in the -- on the list of --

Q. Scheduling?

A. -- schedule of items, correct.

MR. CLORAN: (To reporter) Kris, I have what I'd like you to mark as Exhibits 1 and 2, which is a contract and bond and a set of plans.

(Whereupon DEFENDANT'S DEPOSITION EXHIBITS NOS. 1 AND 2 were marked for identification by the reporter.)

BY MR. CLORAN:

Q. I think probably from this point on what I'd like to do, Bob, is concentrate on this particular job -- what was done on this particular job -- as opposed to general procedures.

A. (Nodding head in affirmative).

Q. And I notice in the contract and bond that there is a bid schedule at the end that has a number of items. I want to show that to you.

Do you recognize that?

A. (Examining document) Yes.

Q. Now, at the time that you're bidding, do you have a schedule similar to that, without the numbers added?

A. Yes, we do.

Q. Is that schedule without the numbers added -- without the unit price and the amount added -- do you use the unit and the quantity and the item as a part of your process in setting up to compile an estimate?

In other words --

MR. ALLEN: I think that's a compound question.

(Mr. Kleinschmit leaving).

BY MR. CLORAN:

Q. How do you go about bidding -- let me withdraw the previous question.

How do you go about bidding from the item and quantity and unit?

A. Well, again, say, as you mentioned, we would direct it to this project.

You read your specifications, you read your specials per each bid item, what they're trying to entail for the bid item.

We visit the jobsite, go through the jobsite, get the various information for the different bid items that are listed on the schedule, visit with the engineer regarding any questions that we've had on our site visit or from the specials.

Come back, take each bid item on the schedule individually, and work through those various bid items on an individual basis, knowing the quantity that is given and what's going to be entailed from our site visit, from the specials, would it be entailed complete or do that particular bid item, and work through it, and extend it out as a submitted bid.

(Mr. Kleinschmit returning).

BY MR. CLORAN:

Q. Do you make a decision at that point or on this job did you make a decision at that point which items of work you'd subcontract or do you work out the quantities before you decide that?

(Mr. Schrader leaving).

THE WITNESS: On this job, we look at most items that we could -- usually could do or have the capability to do.

We do not have the capability to do guard rail. Normally we sub that out. We do not do the signs. We sub that out. We would take figures on earth work. We would also put a figure on that ourselves -- see if somebody could be more competitive on us than that number.

On the aggregate, we would figure crushing cost on that. We'd also take a figure on crushing that to see if somebody could be more competitive, and the same all the way through the items basically.

BY MR. CLORAN:

Q. At what point do you decide in the process what machinery you're actually going to use on the job?

A. At what point we decide?

At the point after we've obtained the job. This is after it's bid and we were low and we were awarded and work is now in our hands and we have to get it done, and we say that this piece has been committed or we need to go out and get these other pieces.

And then, again, because we do not have

unlimited resources, if another job has taken a piece that we thought was slated for that particular job, we'll either go out and rent one or utilize another piece that will get the project done.

Very often a piece -- different pieces can accomplish the same ends.

Q. At what point do you start scheduling the job?

A. Immediately after it's been awarded to us.

Q. So that if I were to summarize the process of getting ready to do the work on the job, that from the item descriptions and quantity estimates you make a decision about what it's going to cost per cubic yard before you actually schedule machinery or decide whether that piece of work gets done in the process of constructing the job, and then after award, you decide which specific pieces of machinery you're going to put on there and you decide what the order and method of presentation and accomplishing the work is going to be.

Is that fair?

A. Yes.

Q. Okay. With regard to this particular job, as I understand it, there was a bid item for water on the job, is that right?

A. Correct.

Q. And you bid that bid item at $12 per thousand gallons?

A. Yes, sir.

Q. Now, I know that seems to be pretty basic to you but in the complaint filed in this case it's suggested that item was bid at $12 a gallon, and that is not true, is it?

A. Twelve dollars per M gallon, isn't it?

MR. ALLEN: We'll stipulate to that.

MR. CLORAN: All right.

Q. "M" meaning a thousand, is that right, Bob?

A. That's correct.

(Brief comments off the record).

BY MR. CLORAN:

Q. Where did this job call for using water, Bob?

A. The area where we felt it called for water -- when you say "where it called for water" -- but where we felt it called for water was in the rock base, which is a bid item, called aggregate base, and for any dust control, was usually specked out in the specifications, which I think is under a watering item, which is -- if you want the number, I can give it -- 233.

Q. Now, with regard to the water to be used on dust control, where in your bid did you estimate the amount of water to be used for dust control?

A. In that bid item.

Q. Now, was there a bid item --

MR. ALLEN: I'm going to object to the -- well, I'm not sure whether the witness has testified that he ever did bid amount as opposed to price.

Are you asking him whether he bid quantity of water or whether he bid a price for water?

MR. CLORAN: I'm just asking where he bid water.

MR. ALLEN: Well, there is a bid item for that. Is that what is you're talking about?

MR. CLORAN: Yes.

Q. What I'm trying to find out is what you included in the bid item for water.

A. Well, water includes anything that's specked out for the water. They want to use it for dust control, that's the state's prerogative -- "they" being the state.

Q. If we had your bid, would we see figures for water in any other bid item as a part of the bid item rather than a separate water item?

A. Yes.

Q. Where would that be?

A. In this particular job, it would in the cement treated base, which calls for water in that item. You would see water trucks.

(Mr. Schrader returning).

BY MR. CLORAN:

Q. As a matter of fact, you would see water rather than just water trucks in your bid for that item, wouldn't we?

A. On this particular job, right. You'd see water trucks.

Q. How did you figure out how much water to include in the cement treated base?

A. We figured trucking, not water, from historical jobs. We realize that you have to have a truck hooked up to your operation at all times and then you figure what your proximity is to your water source.

Q. You knew you could get it out of the creeks up there.

A. Well, that's what we looked at when we bid the job, yes, sir.

Q. So when we're talking about the cost that you assigned to the bid item for water, although it appears as water on the bid sheet, it really is the cost of hauling the water.

The water itself nobody charged you any money for, is that right?

A. Run that by me one more time.

Q. Okay. When we started discussing how the bid item would appear, my understanding was that the actual sheet where you did the cost of the CTB had as a portion of that computation an item that was water, and you said, well, that's the cost of the water trucks.

A. In the CTB?

Q. Yes.

A. Right.

Q. And I said on the sheet that actually appears as water, and you said yeah.

What I'm exploring now is that in mentioning that you said --

A. Wait a minute. You're confusing me here because as we put our bid item together for CTB, you go down there, and you talk about processing. You got a piece of equipment, you got manpower, you got rollers and graders, you also have water trucks.

Okay. Now, that's the bid item for and cost for CTB. I didn't say anything about water in the CTB.

Then you're talking about water on the bid unit item. On that item, we would probably have for that item another page. We would say how much does it cost to transfer water from the source --

MR. ALLEN: Why don't we mark the bid sheets and you can just look at what actually did happen instead of speculating about what would have happened.

MR. CLORAN: Okay. We'll get around to that in a minute.

MR. ALLEN: Is one of your questions did he have to pay anything for the actual water?

MR. CLORAN: Yes.

MR. ALLEN: Did you have to pay anything for the actual water?

THE WITNESS: To go back to the start, we figured we'd pull water out of the creek and that we wouldn't pay anything for the water, and their creeks dried up, unfortunately, and there was a cost -- I think we traded off with the mill at the bottom for some work with them, and I need to clarify that because we may have also just only paid for scaling across their scales and not the water.

MR. CLORAN: Okay.

Q. You weighed the trucks going across the scales? You weighed the water trucks going across the scales?

A. We weighed quite a few different trucks going across the scales.

Q. Now, at the time that you bid the job, how did you anticipate putting the CTB together?

What did you think you were actually going to do as a process at the time you bid?

A. You want me to walk you through the process we were thinking about?

MR. ALLEN: Do you want to go both stages of the construction or just the last stage or what?

MR. CLORAN: I want to know at the time he put together the bid item CTB, what he envisioned the work he was going to do was.

MR. ALLEN: You mean just the CTB item, as opposed to the preparation of the subgrade and that kind of thing?

MR. CLORAN: Just the CTB item.

THE WITNESS: Okay. The CTB item entailed pulverizing the existing grade, the existing asphalt mat, which we figured, and then coming back and putting on the cement and mixing the cement with the pulverized grade.

BY MR. CLORAN:

Q. Well, as a matter of fact, in the original bid item that was submitted, aggregate called for wasn't there in the specs going on.

A. But that's a pay item.

Q. I understand that it's in the CTB. Another CTB section includes some new aggregate you were supposed to put on as a part of that process.

A. The cross section does.

MR. ALLEN: We'd like to stop this for just a second and chat.

(Brief recess).

MR. CLORAN: Okay. Why don't we go ahead and mark this.

(Whereupon DEFENDANT'S DEPOSITION EXHIBIT NO. 3 was marked for identification by the reporter.)

BY MR. CLORAN:

Q. Bob, I'd like to show you what's been marked as Exhibit 3 for the deposition, which is a copy of some material that was furnished to us by Mr. Schrader, and we understand this to be your bid summaries.

Is that yours and Stan's, Bob?

A. This would be Stan's.

Q. You went over that with him?

A. Yes.

Q. And is that what was used to put together your bid on the items indicated?

A. It was used, yes.

Q. Now, let me call your attention to -- I think you actually had it open to the right place -- let me call your attention to what's listed as item number 20.

A. (Examining document throughout) Okay.

Q. And that's called cement treated base.

A. Correct.

Q. Under that there's an item three for water.

A. Yes, sir.

Q. Now, what water are you including in that item three?

A. That would be the water utilized to wet the cement when the cement is being pulverized into the subgrade.

Q. Now, under that item that says water, there's a 100 percent during process, and then there's a 50 percent in pulverize.

A. M-hm.

Q. What's the difference between those two figures?

A. Okay. Difference is this is Stan's. If you pull out mine, Stan was looking at adding water at a crusher, realizing that it was a quarrystone and would be dry, that we would have to haul water through the crusher.

I looked at it -- if you look on mine -- with two water trucks that run water on the grade during the cement pulverization process.

When I say "pulverization," it's a cement rototilling process.

MR. CLORAN: Okay. Why don't we mark this as item four.

(Whereupon DEFENDANT'S DEPOSITION EXHIBIT NO. 4 was marked for identification by the reporter.)

BY MR. CLORAN:

Q. Now, when you say "yours," is this item four your figures for the bid?

A. (Examining document throughout) Yes. Parts of it. I would say the majority of it.

Q. You mean some of it is Stan's and some of it is yours?

A. Those haul times right there are Stan's -- that's Stan's -- but the majority of the takeoff is mine, yes.

Q. Okay. Item 20 at the top of the page -- would you tell me what you're indicating at the top of page two of item 20.

A. Okay. That's to rototill, add the water, grade and compact the material and cement, and then regrade it to a good cross slope and compact it to the required or the compaction that the state will accept at that point, and also the water that we have to put into the process to get it to hydrate the lime -- excuse me -- hydrate the cement.

Q. But that is listed down there as occurring at a somewhat later time.

You anticipated using some water before you added the cement, didn't you?

A. In the pulverization.

Q. Yeah. At the time that you were tilling the stuff up and putting the additional aggregate on it.

A. Any water that we anticipated using -- now, you said putting the aggregate. The aggregate we bid placing under the aggregate item and putting water in that to get that to the cross section that the state required to line and grade.

Q. But now there were two aggregate items, isn't that true?

A. No. There was one aggregate pay item. I think it's right here.

Q. Isn't there an item for --

A. Bid item 22 is for aggregate and for treated bases -- 22.

Q. Isn't there another aggregate item? What about, what is it, 19?

A. Well, there's a 19, aggregate base or 6,000 ton.

Q. So there were two aggregate items, right?

A. Correct.

Q. What was the difference between the two aggregate items?

A. The aggregate base was crushed to a lesser size of one inch, and the aggregate for the treated base you had an option of some different sizes.

(Secretary entering, conferring
and Mr. Schrader leaving).

BY MR. CLORAN:

Q. Isn't it also true that the aggregate base was used where CTB wasn't going down on the detours and the turnouts and things like that?

A. Yes.

Q. And there was no cement added to that?

A. There was not.

Q. And that was placed under specification section 304?

A. I believe.

Q. And the aggregate for treated base was placed under specification section 310?

A. The stages that required, yes.

Q. You were always in this job going to place aggregate as a part of the process of constructing the CTB, weren't you?

A. The aggregate was in the cross section that was going to be treated, correct.

(Mr. Schrader returning).

BY MR. CLORAN:

Q. And as a part of putting together the bid for the CTB item you had a per square yard measurement that included your labor and your incidentals and your machine cost and then the elements of the CTB, the aggregate, the cement, were separate bid items and the chip seal, isn't that right?

A. The aggregate and the cement and the

processing were separate bid items, that's correct.

Q. And included with the processing was the incidentals.

A. The placing of the aggregate as you'd look on these particular takeoffs was included in those bid items. It was not incidental to the item 20.

Q. Oh. No. I'm not saying that the aggregate itself was incidental.

A. But the placing and the aggregate was bid under bid item 22. It was not -- the placing was not bid incidental to item 20. I think that's what you're asking. Maybe I'm hearing wrong.

Q. No. I think what I'm asking is where the cost for things went.

A. The cost of hauling placing item 22 was bid in item 22, and that's in your takeoffs right there in front of you, I believe, sir.

Q. Now, when you say "hauling and placing," what do you mean by hauling and placing?

A. I mean getting the material from the stock pile where it had been crushed to the locations where it needs to be placed.

Q. And then bringing it to line and grade?

A. Bringing it to line and grade with the appropriate equipment.

Q. And does that include compaction?

A. Yes. In bidding that item.

Q. Now, the water that's in contention -- what was that used for?

A. The water that was in contention was used to get it to compaction and to the line and grade that the state was requiring us to meet prior to putting the cement on the grade, which then called for the rototilling.

Q. You say that the money for that was included in bid item 22?

A. Bid item -- money for what, sir?

Q. The money for hauling it, crushing it, bringing it to line and grade --

MR. ALLEN: Are you asking whether the water to do that was in bid item 22 or not?

MR. CLORAN: How about you letting me ask the questions and him give the answer.

MR. ALLEN: Sorry. My fault.

THE WITNESS: Okay. Yes. The cost of hauling, placing -- and by "placing," I mean grading it, compacting it -- was in bid item 22.

BY MR. CLORAN:

Q. Okay. And that would include as an incidental the cost of water.

A. No, sir.

Q. Why not?

A. In bid item 22?

Q. Yes.

A. No, sir, because bid item 22 the water was paid for in the watering item.

Q. What specification section told you to do that, Bob?

A. Well, we were looking at specification 233. In the stage construction there, we're getting into a stage construction here that says you need to pulverize, place the rock, basically turn back the traffic, and we need to get a section that is there for public traffic to travel on.

And 233 is a pay item but we're basically under a stage construction to reach that. I believe that's 104.

Q. 104 or 304?

A. (Examining document) 104.05. We're in a stage situation as called for in the plans.

Q. And how many gallons did you anticipate you were going to use for that?

A. Didn't anticipate. It was a bid item paid for so I didn't have to anticipate any. I figured whatever required would be paid for by the bid item.

Q. And at some point, Mr. Johnson told you he disagreed.

A. That's correct.

Q. Why in your letters do you make reference to section 304?

A. I'm going to refer to 304 (examining document).

Treating it as an operation and showing that as a stage, we need to put down a subgrade and a material.

Under 304, that's the procedure of placing base rock, and under 304, the water is paid for by the bid item.

Q. Okay. The water is paid for by which bid item?

MR. ALLEN: Talking about 304 or 104?

THE WITNESS: He's talking about 304, the base, but the water would be paid for under 233.

BY MR. CLORAN:

Q. Your contention is that under 304 the water would be paid for under 233?

A. You asked me why --

Q. Yes.

A. -- I had referred to 304.

Q. Yes.

A. I was saying 304 is -- I believe, is aggregate base, is that not correct?

Q. Yes. They've taken the one I put in front of you, Bob, so I'm going to give you (handing document) --

MR. ALLEN: I'm going to object to this line of questions. The issue is under the contract whether the client -- whether Morse Brothers has a right to be paid, and the witness's intention in citing certain provisions and so forth --

MR. CLORAN: Well, the objections are noted for the record under the ORCP stipulations so --

MR. ALLEN: Yeah, but I'm going to let it only go so far. I think the issue is not this witness's interpretation of various provisions of the contract. I don't even think that's relevant. I think the question is what does the contract say.

MR. CLORAN: Well, we have a right to explore with him how he bid the job and what his interpretation was, and the cases, Gordy, say that the contemporaneous interpretation of contract provisions before a dispute comes up is persuasive in interpretation if a court finds it to be ambiguous.

Now, we don't know whether or not a court is going to find it to be ambiguous.

MR. ALLEN: Is it going to be the state's position it is or isn't?

MR. CLORAN: I'm not going to tell you what the state's position is. It's up to the court to determine whether something is ambiguous or not, so let's stick to the ORCP and the --

MR. ALLEN: Well, if you're going to proceed as if it's ambiguous, that's all right. Go ahead.

MR. CLORAN: Okay.

Q. In terms of section 304, Bob, in a couple of your letters to us you mentioned section 304, and I'm having trouble making the connection as to why section 304 was mentioned on the watering dispute.

A. (Examining document) In 304.34, I believe it talks -- and I'd refer back to those letters or should maybe look at those letters -- they talk about, "The water shall be uniformly applied over the materials during compaction in the amount determined as necessary for proper compaction," and payment for the water by section 233.

Q. Now, 304.34, and your suggestion is that the aggregate that was placed on the area that later became CTB was placed under section 304?

A. The aggregate when it was placed was placed in a stage construction.

MR. ALLEN: That would be section 104?

THE WITNESS: Right. 104.

And then after it was placed there, after a period of time, then it was worked up into the CTB item 310.

BY MR. CLORAN:

Q. What kind of paving was put over it before it was worked up into the CTB item?

A. Beg your pardon?

Q. What kind of paving was put over it before it was worked up into the CTB item?

A. No paving. It was left as rock grade. It was left as a wearing running surface for the public to handle.

Q. Before the CTB was put on it?

A. Yes, sir.

Q. Was that aggregate paid for as aggregate base or was it paid for as aggregate -- new aggregate in the CTB?

A. It was paid for bid item 22.

Q. Now, I want to explore with you a little bit how Morse Brothers handles their billings internally.

As I understand it, you have a process

where you assign cost codes to them.

A. Correct.

Q. And as opposed to the state's bid items, which have a zero designation, that the Morse Brothers bid items have a little bit different numbering system that usually has a three-number sequence, is that right?

A. Yes.

(Whereupon DEFENDANT'S DEPOSITION EXHIBITS NOS. 5 AND 6 were marked for identification by the reporter.)

BY MR. CLORAN:

Q. Okay. Like to show you what has been marked as Deposition Exhibit No. 5, Bob, and ask you what that is.

A. (Examining document throughout) Those are the bid items that Morse Brothers uses for their cost codes that were assigned to the Blue Mountain Summit project.

Q. What's bid item number 116?

A. One-sixteen is the CTB in place.

Q. And what's bid item number 154?

A. One fifty-four would be the aggregate in place.

Q. And number 180 is the water?

A. Correct.

Q. Now, 180 covers all the watering that you claim goes under section 233, is that right?

A. Yes.

Q. Are we to assume, then, when we look at items for water in Morse Brothers coding system that are coded to either 116 or to 154 that those two are included within those bid items?

A. No.

Q. Why are you coding things to accounts other than the accounts that correspond to the specification section that you've identified?

A. Rephrase that or rerun that by me.

Q. Why would you be coding water to items 116 and 154?

A. Well, because the water trucks to 116 are part of the specification 310, and we figured that water into the 310 is part of or incidental to 310, but one item, 180, the water into the shoulder aggregate or the aggregate in the base in stage construction, is paid for by section 233, and that would be paid for by the state per bid item.

Q. What about 154?

A. That's what I said -- aggregate in base and shoulder aggregate would be paid for by section 233.

Q. So they would be coded to 180 in the cost coding system?

A. Yes, sir.

Q. So the only water in dispute in this claim, as I understand it, is water that Morse Brothers coded 180.

A. That is correct.

Q. Okay. Let me show you what's been marked as Deposition Exhibit 6, Bob, and perhaps you could tell me what this is and what it's used for.

A. (Examining document throughout) I believe this is a cross reference number from our subcontract or our bid item numbers to correlate back to the Oregon State pay item numbers.

Q. Pay item numbers in the contract?

A. In the schedule (nodding head in affirmative).

Q. Is that listing there accurate, as far as you know?

A. As far as I know, yes.

Q. What's that document used for? Is that just another form of Exhibit 5?

A. No. This is back in our receivables to correlate the quantities -- in-house quantities to the pay quantities that have come off of your pay estimates -- the state pay estimates.

Q. So that's your internal cost coding document summary, is that fair?

A. Well, I don't know if it's a summary. Let's say it's a check to see if the units that you have paid for agree to the units that we have costed out to ourselves in-house.

I believe that's what you said but --

Q. I think so. I think we're talking about the same thing.

A. Okay.

Q. Now, isn't it true that on the --

A. Excuse me for a second. That's not right. I'm wrong there because what we've done -- what it is is just -- no, it's not a check back to your pay items. It's just a matching up your pay items to our bid item numbers, I believe.

Q. So is it basically this (indicating) with a match-up with the numbers?

A. Yes. It looks like that. Right.

Q. Okay. Was there a periodic job progress form similar to this that came up like on a monthly or quarterly basis that would show the percentage of an item that had been used or the quantities furnished or the amounts received -- sort of an expanded form of Exhibit 6?

A. I indicated -- to answer your question, on a monthly basis, when we get an estimate from the state, we also run our internal units -- transferred units -- and that could be, I think, utilized to see where we were in progress.

Is that what you're asking?

Q. Yes, that's what I'm asking, because -- would it have the match-up of the state numbers and the Morse Brothers numbers?

A. I believe so, yes.

Q. Because our pay item estimate, I presume, just has our bid items.

A. That is correct.

MR. CLORAN: Chuck, in terms of the cost code information -- those are the things that we're asking for.

MR. SCHRADER: (Nodding head in affirmative).

MR. ALLEN: (To witness) Do you understand that?

THE WITNESS: Yes.

MR. CLORAN: I'm not asking Bob.

MR. ALLEN: But Bob is going to have to do the work.

(To witness) Do you understand what he means?

THE WITNESS: M-hm.

BY MR. CLORAN:

Q. Now, Bob, as this job went along, there was a change to the method of doing the work, was there not, on the cement treated base?

A. Not as it went along.

Q. Wasn't there a change in the depth of new aggregate to be added on the CTB areas?

A. Excuse me. At the lower end of the job, because of the underlying sub-base, the engineer increased the amount of aggregate for a short section, thus decreasing the total depth of pulverization and, well, I guess it was changed.

Q. That was really done at Morse Brothers' suggestion, wasn't it? Wasn't that a suggestion that you folks made to us?

A. It was done at Morse Brothers' suggestion and accepted, I think, in lieu of a claim because of the underlying materials.

Q. The underlying materials were some kind of an alluvial gravel or river rock or something?

A. It was a large aggregate, yes.

Q. And as I recall that price agreement, there was additional bid item number 22, aggregate, added and there was cement deleted, and that the overall thickness to be treated was reduced.

A. I don't recall the net, but, yes, you're close in there, yes.

Q. You remember about how long the section of the road that was for?

A. I believe it was for the bottom -- when I say the bottom, that would be the lower end of the project -- two to three miles -- two and a half miles maybe -- two, three miles.

Do you have that change order with you or price agreement?

Q. I think I do but it culls it out in engineering stations and I just need somebody to give me an idea of it.

A. I could figure it out real quick.

Q. Think we have it in the other room. Take a break and get it.

A. If it's of importance, we could do that. If not --

Q. No. I've got it in another room here in the building so we can just get it and go over that.

As a matter of fact, why don't we take a break for about five minutes and do that.

A. Sure.

(Brief recess).

MR. CLORAN: (To reporter) Kris, why don't you mark these as the next three exhibits.

(Whereupon DEFENDANT'S DEPOSITION EXHIBITS NOS. 7, 8 AND 9 were marked for identification by the reporter.)

BY MR. CLORAN:

Q. Bob, just before we took a break and we went out to get some price agreement material, we were talking about a price agreement to the job that had some engineering stations on it, and you then explained to me in terms that I could understand how big an area that was.

So I'd like to show you Defendant's Exhibit 7, which I think is the price agreement we were talking about.

If you could refer to your plans there, I think you'll find station 1085 will be at the -- here. Let me give them to you.

A. Station 1085, I believe, is at the Elgin end of the project, which is the lower end of the project, and the stations -- you subtract the difference -- we have probably, what, 157 stations, 15,000, about three miles.

Q. About three miles?

A. About three miles, which would come up close to what they call the Summerville bridge intersection, and that makes it the lower section of the project.

Q. While you've got the plans there that are Exhibit 2, let me ask you a question about something else that has to do with.

I noted in looking at the plans that there was an identification of some stage construction, and you had mentioned stage construction, and when I took a look at that, I had some trouble making sense out of the discussion of the stage construction.

As I understand the stage construction, it calls for one-way traffic through the project at a time, wasn't that right?

A. Yes.

Q. And do I understand that the reason that the cars got running over the unfinished portion of the grade without CTB on it was that there was some machinery breakdowns that slowed the work?

A. We broke down quite a few times, but it wasn't the traffic. You till stage one, you till one side, pulverize -- excuse me -- different process -- pulverize the existing asphalt and depth.

Traffic, of course, has the one way by you on the nonworking lane.

Q. Nonworking side, right?

A. And then we pulverized the other stage -- the other side -- so the whole road was pulverized, but after we pulverized and before the traffic got back on that, we had a blade working behind our pulverizer and just a light roll on that to allow it so traffic could have two-lane traffic that night right after we got done with each section.

Q. Now, Exhibits Nos. 8 and 9 are some claim letters, and let me show them to you together. I think you sent both of them.

I'd just ask you to confirm that those are copies of letters that you sent.

A. (Examining documents throughout) They are.

Q. I want to understand what you're telling me about section 233 and its interplay with section 304.

Now, as I understand the part that you're quoting in your first letter, when you're quoting the section, you say -- you quote a section of section

304 that says that the water will be added according to the requirements of section 233.

Doesn't say anything about paying under section 233, is that right?

MR. ALLEN: Well, the letter speaks for itself. What's your question?

MR. CLORAN: I'm trying to understand what he's saying in the letter. I'm not sure that the letter is clear enough to speak for itself, and I want to understand what the letter means.

THE WITNESS: Well, I was claiming for unpaid water, and the water would be paid by bid item 18, which is under 233.

BY MR. CLORAN:

Q. Section 304, in fact, at 304.83, says that separate payment won't be made for water, doesn't it, under 304?

A. (Examining document throughout) And your question again?

Q. Well, section 34(a), which is the section that you quote, has to do with the manner in which the water will be applied.

MR. ALLEN: Is that a question?

BY MR. CLORAN:

Q. Doesn't it?

A. 304.34(a)?

Q. Yes.

A. "That water shall be uniformly applied over the materials during compaction in the amount determined as necessary for proper compaction and in accordance with requirements of section 233"?

Q. Right. For shaping and compacting.

A. And payment of 233.

Q. Isn't measurement and payment in 304.83?

A. That's when they refer back to section 304.36.

Q. Okay. And it says that there won't be any payment for that water, doesn't it?

MR. ALLEN: 304.83 says there will be no payment for water provided pursuant to 304.36.

Now, I think, as a lawyer, that's what it says.

MR. CLORAN: Okay. I'm trying to understand, because he referred us to section 304 as a method of getting into 233, and I just want to understand what the letter is telling me about 233.

MR. ALLEN: Let me just say for the record we've had a lot of clients who submit claims and make attempts to win their way through the 600 pages or whatever it is -- this book -- and try to get the claims in, and ultimately the issue in the case is not whether they did it correctly but whether under the contract they're entitled to the money.

THE WITNESS: If you go down further in the letter, maybe my letter is not that clear, but I felt I was using 304 for the payment, but it says, "However, when placing the new aggregate base," and I end up, "per section 304.34," and again, I was reading section 304.34(a), that payment is under 233, and I don't confess to be an expert on this book.

BY MR. CLORAN:

Q. Okay. But the book was a part of the contract.

A. Definitely.

Q. I just want to be sure.

A. Excuse me for a second.

Q. Yeah. Go ahead, Bob.

A. Let me go a little further, but on section 304.36, which is to be paid by them, it says following construction that, "The contractor shall do such work as the engineer determines necessary to prevent or repair segregation," and they're saying the water for that repair work will not be paid for, and I'm not saying there was no repair work. I'm saying the lay down of the rock the first time --

they're not paying for the water.

Q. Well, I'm just trying to understand what you're saying in the letter.

A. Excuse me for being a little uninformed.

MR. CLORAN: Well, Bob, I don't think I've got any additional questions for you today.

I'd ask you if there was anything you wanted to tell me but I'm sure that Mr. Allen would stop you if there was.

Do you have any questions?

MR. ALLEN: I don't think so.

(Deposition concluding at 11:54 a.m.)

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, KRISTIN B. LEWIS, a certified court reporter and notary public for the State of Oregon, do hereby certify that pursuant to stipulation of counsel hereinbefore set out, ROBERT RICHARD REINHARD, JR., personally appeared before me as an adverse witness in behalf of the defendant, at the time and place set forth in the caption herein; that said witness was by me first duly sworn on oath and was examined upon oral interrogatories propounded by counsel; that said examination, together with the testimony of said witness, was taken down by me in stenotype and thereafter was reduced to typewriting; and that the foregoing transcript, pages 1 through 58, inclusive, constitutes a full, true and accurate record of said examination of and testimony given by said witness, and of all other oral proceedings had upon the taking of said deposition, and of the whole thereof.

Witness my hand and notarial seal at Salem, Oregon, this 18th day of November, 1985.

Kristin B. Lewis

Kristin B. Lewis
Notary Public for Oregon
My commission expires: 3-28-87

DEPOSITION
EXHIBITS

1-9

☐ RE ☐ RCE ☐ RME ☐ ROE

☐ JUN 08 1984 ☐

Johnson

FLH-FH-89(4)
131-1020

RECEIVED
REGION 5 OFFICE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON

CONTRACT AND BOND
FOR
HIGHWAY CONSTRUCTION

1859

RECEIVED
JUN 11 1984
☐RE ☐ARE

COUNTY UNION

HIGHWAY WESTON-ELGIN

SECTION BLUE MOUNTAIN SUMMIT-ELGIN

KIND OF WORK GRADING & PAVING

CONTRACT NO. 9834

CONTRACTOR

DATE OF AWARD JUN 1 1984

SPECIFIED COMPLETION: JULY 31, 1985

START

DEFENDANT
DEPOSITION EXHIBIT 1
K.B.L. DATE 11-8-85

1-1

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON 97310

CONTRACT AND BOND FOR HIGHWAY CONSTRUCTION

OREGON TRANSPORTATION COMMISSION

ANTHONY YTURRI	Chairman
PETER J. BRIX	Vice Chairman
ROBERT F. DWYER	Commissioner
N. B. GIUSTINA	Commissioner
SAMUEL T. NAITO	Commissioner
FRED D. MILLER	Director of Transportation

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Section III. Contract 6

Section IV. Performance Bond 8

DESCRIPTIONS OF PARTS OF CONTRACT WHICH ARE NOT BOUND HEREIN

1. Standard Specifications

The "Standard Specifications for Highway Construction," current edition, as published by the Oregon State Highway Division.

Copies of the published book of "Standard Specifications for Highway Construction" may be purchased by the contractor from the Oregon State Highway Division, Transportation Building, Salem, Oregon 97310.

2. Plans

The plans which, in the Special Provisions bound in Section I hereof, are specifically designated as being the plans applicable to the work.

Copies of these plans will be furnished to the contractor on request addressed to the Oregon State Highway Division, Transportation Building, Salem, Oregon 97310.

Section I. Supplemental Standard Specifications and Special Provisions

On the attached or inserted sheets which follow is given a description of the work to be performed under this contract, together with supplemental standard specifications, required provisions, special provisions and instructions which supplement and modify the published book of "Standard Specifications for Highway Construction," making them applicable to the particular work to be done. In case of conflict between the special provisions and the Standard Specifications, Supplemental Standard Specifications, Required Provisions or plans, the special provisions shall govern.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: May 17, 1984

In Reply Refer to
File No.:

TO: PLAN HOLDERS

ES Hunter

Revision Letter No. 2

FROM: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Blue Mountain Summit-Elgin
Grading and Paving Project
(Bids to be opened and read May 24, 1984)

This letter is to confirm a telephone call of this date to holders of bidding plans on the subject project, setting forth the following revision to the plans:

> Delete the stage construction details shown on Sheet 2C of the plans.

This revision will become a part of the contract for the construction of this project by the incorporation of this letter therein and it will be understood that your bid has been submitted accordingly.

Form 734-3122

1-4

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: May 10, 1984

In Reply Refer to
File No.:

TO: PLAN HOLDERS

Revision Letter No. 1

FROM: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Blue Mountain Summit-Elgin
Grading and Paving Project
(Bids to be opened and read May 24, 1984)

This letter is to inform you of revisions to the special provisions for the subject project:

1. On page 3 of the special provisions under subsection 106.03 after the paragraph numbered 6, add the following:

   "7. The contractor shall be aware of "Road Use Permit" and "Forest Service Construction Stipulations", with particular emphasis on (1) Fire protection and suppression plan and (2) Clearing and disposal of timber and debris requirements."

   A copy of the Road Use Permit and Forest Service Construction Stipulations are available for inspection along with the Mineral Use Permit at the Project Manager's office.

These revisions will become a part of the contract for the construction of this project by the incorporation of this letter therein and it will be understood that your bid has been submitted accordingly.

1-5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

DATE: May 3, 1984

TO: ALL PLAN HOLDERS ON PROJECTS
SCHEDULED FOR BID OPENINGS ON
May 24, 1984

E S Hunter

FROM: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Asphalt Specifications

This letter is to inform you of a moratorium of a provision in the Division's publication titled "Oregon State Highway Division 1984 Specifications for Asphalt Materials". The provision which requires the asphalt producer to identify on the shipping notice the source of crude from which the asphalt product was manufactured will not apply to projects on which the Oregon State Highway Division is receiving bids on May 24, 1984.

This letter will be incorporated in and will become a part of the contracts for these projects and it will be understood that your bid has been submitted accordingly.

1-6

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS
(EXCLUSIVE OF CERTIFICATION ACCEPTANCE AND APPALACHIAN CONTRACTS)

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I. APPLICATION

1. These contact provisions shall apply to all work performed on the contract by the contractor with his own organizaion and with the assistance of workmen under his immediate superintendence and to all work performed on the contract by piecework, station work or by subcontract.

2. The contractor shall insert in each of his subcontracts all of the stipulations contained in these Required Contract Provisions and also a clause requiring his subcontractors to include these Required Contract Provisions in any lower tier subcontracts which they may enter into, together with a clause requiring the inclusion of these provisions in any further subcontracts that may in turn be made. The Required Contract Provisions shall in no instance be incorporated by reference.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be grounds for termination of the contract.

4. A breach of the following clauses may also be grounds for debarment as provided in 29 CFR 5.6(b):

Section 1, paragraph 2:
Section IV, paragraphs 1, 2.3. 5 and 7:
Section V, paragraphs 1, 5a, 5b, and 5d

II. EQUAL OPPORTUNITY

1. Selection of Labor:

During the performance of this contract, the contractor shall not discriminate against labor from any other State, possession or territory of the United States.

2. Employment Practices:

During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contract will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer: recruitment or recruitment advertising: layoffs or termination: rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, or national origin.

c. The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractors commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations (41 CFR, Part 60) and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally-assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 196, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however*, that in the event a contractor becomes involved in, or in threatened with litigation with a subcontractor or vendor as a result of such direction by the Federal Highway Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

3. Selection of Subcontractors, Procurement of Materials, and Leasing of Equipment:

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

a. Compliance With Regulations: The contractor shall comply with the Regulations relative to nondiscrimination in federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

b. Nondiscrimination: The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, sex or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

c. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, sex or national origin.

d. Information and Reports: The contractor shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the State highway department or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the State highway department, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

e. Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the State highway department shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

(1) withholding of payments to the contractor under the contract until the contractor complies, and/or

(2) cancellation, termination or suspension of the contract, in whole or in part.

f. Incorporation of Provisions: The contractor shall include the provision of this paragraph 3 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontractor or procurement as the State highway department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the State highway department to enter into such litigation to protect the interests of the State, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

III. NONSEGREGATED FACILITIES

(Applicable to Federal-aid construction contracts and related subcontracts exceeding $10,000 which are not exempt from the Equal Opportunity clause.)

By submission of this bid, the execution of this contract or subcontract, or the consummation of this material supply agreement, as appropriate, the bidder, Federal-aid construction contractor, subcontractor, or material supplier, as appropriate, certifies that he does not maintain or provide for his employees any segregated facilities at any of his establishments, and that he does not permit his employees to perform their services at any location, under his control, where segregated facilities are maintained. He certifies further that he will not maintain or provide for his employees any segregated facilities at any of his establishments, and that he will not permit his employees to perform their services at any location, under his control, where segregated facilities are maintained. He agrees that a breach of this certification is a violation of the Equal Opportunity clause in this contract. As used in this certification, the term "segregated facilities" means any waiting rooms, work areas, restrooms and washrooms, restaurants and other eating areas, timeclocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directive or are in fact segregated on the basis of race, creed, color, or national origin, because of habit, local custom, or otherwise. He agrees that (except where he has obtained identical certifications from proposed subcontractors and material suppliers for specific time periods), he will obtain identical certification from proposed subcontractors or material suppliers prior to the award of subcontracts or the consummation of material supply agreements, exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity clause, and that he will retain such certifications in his files.

IV. PAYMENT OF PREDETERMINED MINIMUM WAGES

1. General

All mechanics and laborers employed or working upon the site of the work will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR, Part 3)), the full amounts due at time of payment computed at wage rates not less than those contained in the wage determination decision of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics; and the wage determination decision shall be posted by the contractor at the site of the work in a prominent place where it can be easily seen by the workers. For the purpose of this clause, contributions made or costs reasonably anticipated under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of Section IV, paragraph 3b, hereof. Also for the purpose of this clause, regular contributions made or costs incurred for more than a weekly period under plans, funds, or programs, but covering the particular weekly period, are deemed to be constructively made or incurred during such weekly period.

2. Classification:

a. The State highway department contracting officer shall require that any class of laborers or mechanics, including apprentices and trainees, which is not listed in the wage determination and which is to be employed under the contract, shall be classified or reclassified conformably to the wage determination, and a report of the action taken shall be sent by the State highway department contracting officer to the Secretary of Labor.

b. In the event the interested parties cannot agree on the proper classification or reclassification of a particular class of laborers and mechanics, including apprentices and trainees, to be used, the question accompanied by the recommendation of the State highway department contracting officer shall be referred to the Secretary for final determination.

3. Payment of Fringe Benefits:

a. The State highway department contracting officer shall require, whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly wage rate and the contractor is obligated to pay a cash equivalent of such a fringe benefit, an hourly cash equivalent thereof to be established. In the event the interested parties cannot agree upon a cash equivalent of the fringe benefit, the question, accompanied by the recommendation of the contracting officer, shall be referred to the Secretary of Labor for determination.

b. If the contractor does not make payments to a trustee or other third person, he may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing benefits under a plan or program of a type expressly listed in the wage determination decision of the Secretary of Labor which is a part of this contract: *Provided, however,* the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

4. Payment of Excess Wages:

While the wage rates shown are the minimum rates required by the contract to be paid during its life, this is not a representation that labor can be obtained at these rates. No increase in the contract price shall be allowed or authorized on account of the payment of wage rates in excess of those listed herein.

5. Apprentices and Trainees (Programs of Department of Labor):

a. Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Manpower Administration, Bureau of Apprenticeship and Training, or with a State Apprenticeship Agency recognized by the Bureau, or if a person is employed in his first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Bureau of Apprenticeship and Training or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice. The allowable ratio of apprentices to journeymen in any craft classification shall not be greater than the ratio permitted to the contractor as to his entire work force under the registered program. Any employee listed on a payroll at an apprentice wage rate, who is not a trainee as defined in 29 CFR 5.2(c)(2) or is not registered or otherwise employed as stated above, shall be paid the wage rate determined by the Secretary of Labor for the classification of work he actually performed. The contractor or subcontractor will be required to furnish to the State highway agency or to a representative of the Wage-Hour Division of the U.S. Department of Labor written evidence of the registration of his program and apprentices as well as the appropriate ratios and wage rates (expressed in percentages of the journeyman hourly rates), for the area of construction prior to using any apprentices on the contract work. The wage rate paid apprentices shall be not less than the appropriate percentage of the journeyman's rate contained in the applicable wage determination.

b. Trainees, except as provided in 29 CFR 5.15, will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification, by the U.S. Department of Labor, Manpower Administration, Bureau of Apprenticeship and Training. The ratio of trainees to journeymen shall not be greater than permitted under the plan approved by the Bureau of Apprenticeship and Training. Every trainee must be paid at not less than the rate specified in the approved program for his level of progress. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Bureau of Apprenticeship and Training shall be paid not less than the wage rate determined by the Secretary of Labor for the classification of work he actually performed. The contractor or subcontractor will be required to furnish the State highway agency or a representative of the Wage-Hour Division of the U.S. Department of Labor written evidence of the certification of his program, the registration of the trainees, and the ratios and wage rates prescribed in that program. In the event the Bureau of Apprenticeship and Training withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. The utilization of apprentices, trainees and journeymen shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR Part 30.

6. Apprentices and Trainees (Programs of Department of Transportation):

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting equal employment opportunity in connection with Federal-aid highway construction programs are not subject to the requirements of Section IV, paragraph 5 above. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs.

7. Overtime Requirements:

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers, mechanics, watchmen or guards (including apprentices and trainees described in paragraphs 5 and 6 above) shall require or permit any laborer, mechanic, watchman or guard in any workweek in which he is employed on such work, to work in excess of eight hours in any calendar day or in excess of forty hours in such workweek unless such laborer, mechanic, watchman or guard receives compensation at a rate not less than one and one-half times his basic rate of pay for all hours worked in excess of eight hours in any calendar day or in excess of forty hours in such workweek, as the case may be.

8. Violation: liability for unpaid wages; liquidated damages:

In the event of any violation of the clause set forth in paragraph 7, the contractor and any subcontractor responsible therefore shall be liable to any affected employee for his unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer, mechanic, watchman or guard employed in violation of the clause set forth in paragraph 7, in the sum of $10 for each calendar day on which such employee was required or permitted to work in excess of eight hours or in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 7.

9. Withholding for unpaid wages:

The State highway department contracting officer may withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to pay laborers, mechanics (including apprentices and trainees) watchmen, or guards employed by the contractor or any subcontractor on the work the full amount of wages required by the contract. In the event of failure to pay any laborer, mechanic, (including apprentices and trainees) watchman or guard employed or working on the site of the work, all or part of the wages required by the contract, the State highway department contracting officer may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

10. Withholding for liquidated damages:

The State highway department contracting officer may withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor, such sums as may administratively be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for liquidated damages as provided in the clause set forth in paragraph 8.

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V. STATEMENTS AND PAYROLLS

1. Compliance with Copeland Regulation (29 CFR, Part 3):

The contractor shall comply with the Copeland Regulations (29 CFR, Part 3) of the Secretary of Labor which are herein incorporated by reference.

2. Weekly statement:

Each contractor or subcontractor shall furnish each week a statement to the State highway department resident engineer with respect to the wages paid each of its employees, (including apprentices and trainees described in Section IV, paragraphs 5 and 6, and watchmen and guards) engaged on work covered by the Copeland Regulations during the preceding weekly payroll period. The statement shall be executed by the contractor or subcontractor or by an authorized officer or employee of the contractor or subcontractor who supervises the payment of wages. Contractors and subcontractors must use the certification set forth on U.S. Department of Labor Form WH-348, or the same certification appearing on the reverse of Optional U.S. Department of Labor Form WH-347, or on any form with identical wording.

3. Final labor summary:

The contractor and each subcontractor shall furnish, upon the completion of the contract, a summary of all employment, indicating, for the completed project, the total hours worked and the total amount earned. This data shall be submitted to the State highway department resident engineer on Form PR 47 together with the data required in Section VI, hereof, relative to materials and supplies. The provisions of this paragraph are not applicable to contracts for secondary highways or contracts financed solely with funds provided by the Highway Beautification Act of 1965, as amended.

4. Final certificate:

Upon completion of the contract, the contractor shall submit to the State highway department contracting officer, for transmission to the Federal Highway Administration with the voucher for final payment for any work performed under the contract, a certificate concerning wages and classifications for laborers, mechanics, watchmen and guards employed on the project, in the following form:

* * * *

The undersigned, contractor on

____

(Project No.)

hereby certifies that all laborers, mechanics, apprentices, trainees, watchmen and guards employed by him or by any subcontractor performing work under the contract on the project have been paid wages at rates not less than those required by the contract provisions, and that the work performed by each such laborer, mechanic, apprentice or trainee conformed to the classifications set forth in the contract or training program provisions applicable to the wage rate paid.

Signature and title ______________________

* * * *

5. Payrolls and payroll records:

a. Payrolls and basic records relating thereto will be maintained during the course of the work and preserved for a period of three years thereafter for all laborers, mechanics, apprentices, trainees, watchmen and guards working at the site of the work.

b. The payroll records shall contain the name, social security number and address of each such employee, his correct classification, rates of pay (including rates of contributions or costs anticipated of the types described in section 1(b)(2) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor, pursuant to Section IV, paragraph 3b, has found that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual costs incurred in providing such benefits.

c. The payrolls shall contain the following information:

(1) The employee's full name, address and social security number. (The employee's full name and social security number need only appear on the first payroll on which his name appears. The employee's address need only be shown on the first submitted payroll on which the employee's name appears, unless a change of address necessitates a submittal to reflect the new address.)

(2) The employee's classification.

(3) Entries indicating the employee's basic hourly wage rate and, where applicable, the overtime hourly wage rate. The payroll should indicate separately the amounts of employee and employer contributions to fringe benefit funds and/or programs. Any fringe benefits paid to the employee in cash must be indicated. There is no prescribed or mandatory form for showing the above information on payrolls.

(4) The employee's daily and weekly hours worked in each classification, including actual overtime hours worked (not adjusted).

(5) The itemized deductions made and

(6) The net wages paid.

d. The contractor will submit weekly a copy of all payrolls to the State highway department resident engineer. The copy shall be accompanied by a statement signed by the employer or his agent indicating that the payrolls are correct and complete, that the wage rates contained therein are not less than those determined by the Secretary of Labor and that the classifications set forth for each laborer or mechanic conform with the work he performed. Submission of a weekly statement which is required under this contract by Section V, paragraph 2, and the Copeland Regulations of the Secretary of Labor (29 CFR, Part 3) and the filing with the initial payroll or any subsequent payroll of a copy of any findings by the Secretary of Labor pursuant to Section IV, paragraph 3b, shall satisfy this requirement. The prime contractor shall be responsible for the submission of copies of payrolls of all subcontractors. The contractor will make the records required under the labor standards clauses of the contract available for inspection by authorized representatives of the State highway department, the Federal Highway Administration and the Department of Labor, and will permit such representatives to interview employees during working hours on the job.

e. The wages of labor shall be paid in legal tender of the United States, except that this condition will be considered satisfied if payment is made by negotiable check, on a solvent bank, which may be cashed readily by the employee in the local community for the full amount, without discount or collection charges of any kind. Where checks are used for payment, the contractor shall make all necessary arrangements for them to be cashed and shall give information regarding such arrangements.

f. No fee of any kind shall be asked or accepted by the contractor or any of his agents from any person as a condition of employment on the project.

g. No laborers shall be charged for any tools used in performing their respective duties except for reasonably avoidable loss or damage thereto.

h. Every employee on the work covered by this contract shall be permitted to lodge, board and trade where and with whom he elects and neither the contractor nor his agents, nor his employees shall, directly or indirectly, require as a condition of employment that an employee shall lodge, board or trade at a particular place or with a particular person.

i. No charge shall be made for any transportation furnished by the contractor, or his agents, to any person employed on the work.

j. No individual shall be employed as a laborer or mechanic on this contract except on a wage basi[illegible]t this shall not be construed to prohibit the rental of teams, trucks, or other equipment from individuals.

VI. RECORD OF MATERIALS, SUPPLIES AND LABOR

1. The provisions in this section are applicable to all contracts except contracts for secondary highways and contracts financed solely with funds provided by the Highway Beautification Act of 1965, as amended.

2. The contractor shall maintain a record of the total cost of all materials and supplies purchased for and incorporated in the work, and also of the quantities of those specific materials and supplies listed on Form PR-47 and in the units shown. Upon completion of the contract, this record, together with the final labor summary required in Section V, paragraph 3, hereof, shall be transmitted to the State highway department resident engineer for the project on Form PR-47 in accordance with instructions attached thereto, which will be furnished for this purpose upon request. The quantities for the listed items shall be reported separately for roadway and for structures over 20 feet long as measured along the centerline of the roadway.

3. The contractor shall become familiar with the list of specific materials and supplies contained in Form PR-47 prior to the commencement of work under this contract. Any additional materials information required will be solicited through revisions of Form PR-47 with attendant explanations.

4. Where subcontractors are involved the contractor shall submit either a single report covering work both by himself and all his subcontractors, or he may submit separate reports for himself and for each of his subcontractors.

VII. SUBLETTING OR ASSIGNING THE CONTRACT

1. The contractor shall perform with his own organization contract work amounting to not less than 50 percent of the original total contract price, except that any items designated by the State as "Specialty Items" may be performed by subcontract and the amount of any such "Specialty Items" so performed may be deducted from the original total contract price before computing the amount of work required to be performed by the contractor with his own organization.

a. "His own organization" shall be construed to include only workmen employed and paid directly by the prime contractor and equipment owner or rented by him, with or without operators.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, craftsmanship or equipment not ordinarily available in contracting organizations qualified to bid on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. In addition to the 50 percent requirement set forth in paragraph 1 above, the contractor shall furnish (a) a competent superintendent or foreman who is employed by him, who has full authority to direct performance of the work in accordance with the contract requirements, and who is in charge of all construction operations (regardless of who performs the work), and (b) such other of his own organizational capability and responsibility (supervision, management, and engineering services) as the State highway department contracting officer determines is necessary to assure the performance of the contract.

3. The contract amount upon which the 50 percent requirement set forth in paragraph 1 is computed includes the cost of materials and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

4. Any Items that have been selected as "Specialty Items" for the contract are listed as such in the Special Provisions, bid schedule, or elsewhere in the contract documents.

5. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the State highway department contracting officer, or his authorized representative, and such consen[illegible]en given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Request for permission to sublet, assign, or otherwise dispose of any portion of the contract shall be in writing and accompanied by (a) a showing that the organization which will perform the work is particularly experienced and equipped for such work, and (b) an assurance by the contractor that the labor standards provisions set forth in this contract shall apply to labor performed on all work encompassed by the request.

VIII. SAFETY; ACCIDENT PREVENTION

In the performance of this contract, the contractor shall comply with all applicable Federal, State and local laws governing safety, health and sanitation. The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions, on his own responsibility, or as the State highway department contracting officer may determine, reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

It is a condition of this contract, and shall be made a condition of each subcontract entered into pursuant to this contract, that the contractor and any subcontractor shall not require any laborer or mechanic employed in performance of the contract to work in surroundings or under working conditions which are unsanitary, hazardous, or dangerous to his health or safety, as determined under construction safety and health standards (Title 29, Code of Federal Regulations, Part 1926, formerly Part 1518, as revised from time to time), promulgated by the United States Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (83 Stat. 96).

IX. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, the following notice shall be posted on each Federal-aid highway project in one or more places where it is readily available to all personnel concerned with the project:

• • • •

NOTICE TO ALL PERSONNEL ENGAGED ON FEDERAL-AID HIGHWAY PROJECTS

Title 18, United States Code, Section 1020, reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the costs thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

"Whoever knowingly makes any false statement, false representation, false report, or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

"Whoever knowingly makes any false statement or false representation as to a material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-Aid Road Act approved July 1, 1916 (39 Stat. 355), as amended and supplemented;

"Shall be fined not more than $10,000 or imprisoned not more than five years, or both."

X. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000)

1. The contractor stipulates that any facility to be utilized in the performance of this contract, unless such contract is exempt under the Clean Air Act, as amended (42 U.S.C. 1857 et seq., as amended by Pub. L. 91-604), and under the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251 et seq., as amended by Pub. L. 92-500), Executive Order 11738, and regulations in implementation thereof (40 C.F.R., Part 15), is not listed, on the date of contract award, on the U.S. Environmental Protection Agency, ([illegible]) List of Violating Facilities Pursuant to 40 C.F.R. 15.20.

2. The contractor agrees to comply with all the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act and all regulations and guidelines listed thereunder.

3. The contractor shall promptly notify the State highway department of the receipt of any communication from the Director, Office of Federal Activities, EPA, indicating that a facility to be utilized for the contract is under consideration to be listed on the EPA List of Violating Facilities.

4. The contractor agrees to include or cause to be included the requirements of subparagraphs 1 through 4 of this paragraph X in every nonexempt subcontract, and further agrees to take such action as the Government may direct as a means of enforcing such requirements.

FHWA NOTICE N 5060.13
June 27, 1983
Attachment

Addendum To FHWA Form PR 1273, Required Contract Provisions Federal-aid Construction Contracts

Under Section I, Paragraph 2, add:

The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with these Required Contract Provisions.

Under Section I, add as Paragraph 5

Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR Parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor [or any of its subcontractors] and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

Under Section IV, Paragraph 1, add:

Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, that the employer's payroll records accurately set forth the time spent in each classification in which work is performed.

All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR Parts 1, 3, and 5 are herein incorporated by reference in this contract.

Under Section IV, Paragraph 5a, add:

Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification.

Under Section IV, Paragraph 5b, add:

Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeymen wage rate on the wage determination which provides for less than full benefits for apprentices.

Under Section IV, replace Paragraphs 9 and 10 with the following new paragraphs:

9. Withholding:

The State highway agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld from the contractor under this contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer, mechanic, (including apprentices and trainees) watchman or guard employed or working on the site of the work, all or part of the wages required by the contract, the State highway department contracting officer may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

10. Withholding for unpaid wages and liquidated damages:

The State highway agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor,such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for upaid wages and liquidated damages as provided in the clause set forth in Paragraph 8.

Under Section V, Paragraph 5d, add:

If the contractor or subcontractor fails to submit the required records or to make them available, the Federal agency may, after written notice to the contractor, sponsor, applicant, or owner, take such actions as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

SUPPLEMENTAL REQUIRED CONTRACT PROVISIONS
DISADVANTAGED BUSINESS ENTERPRISE (DBE)
MINORITY BUSINESS ENTERPRISE (MBE)
WOMAN BUSINESS ENTERPRISE (WBE)

1. In accordance with 49 CFR 23, all bidders and all contractors shall agree to abide by and take all necessary and reasonable steps to comply with the following statement:

MBE POLICY STATEMENT

MBE POLICY. It is the policy of the United States Department of Transportation (DOT) that minority business enterprises as defined in 49 CFR 23 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this agreement. Consequently the MBE requirements of 49 CFR 23 apply to this agreement.

MBE OBLIGATION. The recipient or its contractor agrees to ensure that minority business enterprises as defined in 49 CFR 23 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this agreement. In this regard all recipients or contractors shall take all necessary and reasonable steps in accordance with 49 CFR 23 to ensure that minority business enterprises have the maximum opportunity to compete for and perform contracts. Recipients and their contractors shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of DOT-assisted contracts.

MBE APPLICABILITY. This applies to all projects and contracts financed by or through the Oregon Department of Transportation (Department) without regard to the funding source. Recipients and contractors shall conform to all applicable civil rights laws, orders, and regulations. Recipients and their contractors shall not discriminate on the basis of race, age, sex, color, religion, national origin, mental or physical handicap, political affiliation, or marital status in the award and performance of Department contracts.

The MBE Policy Statement shall be included in all subcontracts entered into under this contract.

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2. Disadvantaged Business Enterprise (DBE) Definitions
(49 CFR Part 23 Subpart D Section 23.62)

A Disadvantaged Business Enterprise (DBE) is a small business concern, defined by Section 3 of the Small Business Act and implementing regulations:

- which is at least 51 percent owned by one or more socially and economically disadvantaged individuals, or, in the case of any publicly owned business, at least 51 percent of the stock of which is owned by one or more socially and economically disadvantaged individuals; and
- whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals who own it.

Socially and economically disadvantaged individuals are individuals who are citizens of the United States (or lawfully admitted permanent residents) who are:

- Black Americans - persons having origins in any of the Black racial groups of Africa
- Hispanic Americans - persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or orgin, regardless of race
- Native Americans - persons who are American Indians, Eskimos, Aleuts, or Native Hawaiians
- Asian-Pacific Americans - persons whose origins are from Japan, China, Taiwan, Korea, Vietnam, Laos, Cambodia, the Philippines, Samoa, Guam, the U.S. Trust Territories of the Pacific, and the Northern Marianas
- Asian-Indian Americans - persons whose origins are from India, Pakistan, and Bangladesh.

3. Minority Business Enterprise (MBE) and Women Business Enterprise (WBE) Definitions
(49 CFR Part 23 Subpart A Section 23.5)

A Minority Business Enterprise (MBE) or a Woman Business Enterprise (WBE) is a small business concern as defined by section 3 of the Small Business Act and implementing regulations, which is owned and controlled by one or more minorities or women. Owned and controlled means a business:

- which is at least 51 percent owned by one or more minorities or women or, in the case of a publicly owned business, at least 51 percent of the stock of which is owned by one or more minorities or women; and
- whose management and daily business operations are controlled by one or more such individuals.

A minority individual is a person who is a citizen or lawful permanent resident of the United States, who is:

- Black - person having origins in any of the black racial groups of Africa
- Hispanic - person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race
- Portuguese - person of Portuguese, Brazilian, or other Portuguese culture or origin, regardless of race
- Asian or Pacific Islander - person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian Subcontinent, or the Pacific Islands
- American Indian and Alaskan Native - person having origins in any of the original peoples of North America
- NOTE: For the purpose of participation as a minority business enterprise; members of other groups, or other individuals, found to be economically and socially disadvantaged by the Small Business Administration under section 8(a) of the Small Business Act, as amended (15 U.S.C. 637(a)).

DBE/MBE/WBE Goals - In order to increase participation by DBE/MBE/WBEs in contracts, the Department has assigned goals to this contract. Goals for the project are listed on a sheet titled "DBE/MBE/WBE Participation, Assigned Contract Goals" immediately following these supplemental required contract provisions, and on the "DBE/MBE/WBE Participation Commitment Statement" in the Bidder's Proposal. Bidders will not be credited for exceeding any specified goal.

Participation may be accomplished by including Certified DBE/MBE/WBE in any part of the contract work that is necessary to complete the contract obligation. A DBE/MBE/WBE will be recognized as a prime contractor, subcontractor, joint venture, material supplier or consultant.

- Bidders may count toward DBE/MBE/WBE goals only expenditures made to perform a commercially useful function in the work of the contract. A DBE/MBE/WBE is considered to perform a commercially useful function when the DBE/MBE/WBE is responsible for execution of a distinct element of the contract work and is carrying out the responsibilities by actual performing, managing, and supervising the work involved. To determine whether a DBE/MBE/WBE is performing a commercially useful function, the Department will evaluate the amount of work subcontracted, industry practices, and other relevant factors.
- In a joint venture, only the percentage of the dollar value of the contract equal to the percentage of the work under the control of the DBE/MBE/WBE partner in the joint venture will be counted toward the goals.
- Only 20% of the total dollar value of purchases of supplies will count toward the goals.

To be considered for participation in a bid, DBE/MBE/WBE applications must be received by the EEO, MBE and Labor Compliance Unit, Construction Section, Transportation Building, Salem, OR 97310, at least 10 calendar days prior to the bid opening date. The Department will certify DBE/MBE/WBE who meet the required criteria. Only DBE/MBE/WBE certified by the Department shall be used to meet the goals.

A contract that is assigned a 0% goal does not relieve the contract participants of their commitment to the MBE Policy Statement.

5. Documentation of DBE/MBE/WBE Participation - Bidders shall complete the DBE/MBE/WBE Participation Commitment Statement included in the Bidder's Proposal in accordance with the instructions contained on the form. Failure to complete the form as instructed shall render the bid nonresponsive.

Within five calendar days after the bid opening, all bidders must be prepared to provide documentation regarding the identification of DBE/MBE/WBEs used to meet the contract goals. Identification must include bid item(s) and dollar amount(s).

By 5:00 p.m. of the 5th calendar day following determination of the low bidder, the low bidder shall provide this documentation to the Office of Commission Services, Room 121, State Transportation Building, Salem, Oregon 97310.

If the low bidder's DBE/MBE/WBE contract goals are less than the assigned contract goals, the low bidder, as requested, shall provide additional written documentation regarding the good faith efforts made and the affirmative action steps taken prior to the bid opening date to achieve the assigned goals.

Failure of the low bidder to provide the documentation specified above shall render the low bidder ineligible to execute the contract and the low bidder's bid bond shall be forfeited.

The Commission, at its option, may accept a late filing of the documentaion and award the contract if deemed in the public interest under the circumstances.

In the event that the low bidder fails to provide the documentation required above, the next lowest bidder shall provide such documentation to the Office of Commission Services by 5:00 p.m. of the 5th calendar day after receiving actual notification to do so. This same procedure will be followed until a successful low bidder is determined or all bids may be rejected.

6. Contract Award Selection Procedure - To decide whether the total bid amount offered by a bidder is reasonable, the Department will use the same criteria that it would use to determine whether, if the bidder had made the only offer to perform the contract, the Department would award the contract. The criteria will include the engineer's estimate.

The conclusion for disposition of the contract will be in the best interest of the State of Oregon and will assure that the Department meets its affirmative action commitment to its DBE/MBE/WBE overall goal.

Criteria to ensure that prime contracts are awarded to bidders who meet DBE/MBE/WBE goals are:

A. If the low bidder offering a reasonable bid meets or exceeds the assigned goal, that bidder will be recommended for the contract award.

B. If the low bidder offering a reasonable bid does not meet the assigned goal, to remain in competition for the contract award the bidder must furnish the Department - within five calendar days following determination of the low bidder - written evidence of the affirmative action steps that were taken in an attempt to meet the goal. The Department will review this documentation to determine if the affirmative action steps taken are satisfactory. As a result of the review, if the affirmative action steps taken are:

- satisfactory, that bidder will be recommended for the contract award

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- not satisfactory, that bidder will not be recommended for the contract award.

C. If the low bidder offering a reasonable bid is not recommended for the contract award, the Department will proceed to the second low bidder and will repeat the process described in paragraphs A through C. If necessary, the Department will consider all responsive bidders in ascending order.

7. Affirmative Action Steps - In addition to signing the DBE/MBE/WBE Participation Commitment Statement contained in the Proposal, the bidder who has not achieved the assigned goal on this project shall document the steps taken to obtain participation, such as:

(a) Attendance at a pre-bid meeting, if any, scheduled by the Department to inform the DBE/MBE/WBEs of subcontracting opportunities in this contract work.

(b) Advertising in general circulation media, trade association publications, and minority-focus media at least 10 days before bids or proposals are due. If 10 days are not available, a shorter reasonable time will be acceptable.

(c) Use of the Department's Certified DBE/MBE/WBE Directory.

(d) Written notification to DBE/MBE/WBE that their interest in the contract is solicited.

(e) Efforts to select portions of the work proposed to be performed to increase the likelihood of achieving the assigned goal.

(f) Efforts to negotiate for specific subbids, including at a minimum:

(1) The name, address or telephone number of each DBE/MBE/WBE contacted;

(2) A description of the information provided regarding the plans and specifications for the portions of the work to be performed;

(3) A statement of why additional agreements were not reached.

(g) Reasons for rejecting as unqualified any DBE/MBE/WBE contacted.

(h) Efforts to provide assistance in obtaining any necessary bonding or insurance.

(i) Efforts to use the services of banks owned and controlled by minorities or women.

(j) Efforts to assist the DBE/MBE/WBE in purchasing materials and supplies.

(k) Any other affirmative action efforts.

8. Records and Reports - The contractor shall provide monthly documentation to the Department that it is subcontracting with or purchasing materials from the DBE/MBE/WBE identified to meet contract goals. The contractor shall notify the Department and obtain its written approval before replacing a DBE/MBE/WBE or making any change in the participation listed. If a DBE/MBE/WBE is unable to fulfill the original obligation to the contract, the contractor must demonstrate to the Department its good faith efforts to replace that DBE/MBE/WBE with another. Failure to do so will result in withholding payment on those items. The monthly documentation will not be required after the DBE/MBE/WBE goal commitment is satisfactory to the Department.

Any DBE/MBE/WBE participation attained after the goal commitment has been satisfied should be reported to the Department.

9. Contractor's DBE/MBE/WBE Liaison Officer - The contractor shall designate an DBE/MBE/WBE liaison officer who will administer the contractor's DBE/MBE/WBE program.

10. Certified DBE/MBE/WBE Directory - The Department is taking affirmative action to seek out, identify, certify, and compile a directory of DBE/MBE/WBE that wish to participate in its contracting activities. The Department strongly encourages contractors to assist in this effort. The current Certified DBE/MBE/WBE Directory is included with the proposal form. The Directory can also be obtained by phoning (503) 378-6293.

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Blue Mountain Summit-Elgin Section
Grading and Paving

DBE/MBE/WBE PARTICIPATION

ASSIGNED CONTRACT GOALS

The assigned contract goals for this project are as follows:

ASSIGNED CONTRACT GOALS:

DBE 2 **%**

WBE 0 **%**

Note: MBE Goals will be assigned to Federal Aviation Administration and Federal Railroad Administration funded projects only.

The Department's current Certified MBE Directory is included with the proposal form. The Directory can also be obtained by phoning 378-6293.

SUPPLEMENTAL REQUIRED CONTRACT PROVISIONS
FEDERAL-AID PROJECT

ON-SITE WORK FORCE
AFFIRMATIVE ACTION REQUIREMENTS FOR WOMEN AND MINORITIES

SPECIAL PROVISIONS

These provisions shall be included in, and shall be a part of, all solicitations for bids on all Federal and federally assisted construction contracts or subcontracts of $10,000.00 or more

As used in these provisions, "Engineer" means the State Highway Engineer of the State of Oregon acting either directly or through his authorized representatives.

Section 140 of Title 23, United States Code, EQUAL EMPLOYMENT OPPORTUNITY, as in effect on May 1, 1982, is incorporated by this reference and made a part of these specifications.

NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY (EXECUTIVE ORDER 11246)

1. The Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Opportunity Construction Contract Specifications" set forth herein.

2. The goals and timetables for minority and female participation, expressed in percentage terms for the Contractor's aggregate work force in each trade on all construction work in the covered areas, are as follows:

COVERED AREA

Goals for Women Apply Statewide

GOALS AND TIMETABLES

Timetable	Goals (Percent)
From Apr. 1, 1980 until further notice . . .	6.9

COVERED AREAS

Goals for Minority Employment by County

	Goal (Percent)
Clackamas, Multnomah, and Washington Counties	4.5
Marion and Polk Counties	2.9
Benton, Clatsop, Columbia, Crook, Deschutes, Hood River, Jefferson, Lincoln, Linn, Sherman, Tillamook, Wasco, and Yamhill Counties	3.8
Lane, Coos, Curry, Douglas, Jackson, Josephine, Klamath and Lake Counties	2.4
Baker, Gilliam, Grant, Morrow, Umatilla, Union, Wallowa and Wheeler Counties	3.6
Harney and Malheur Counties	4.4

These goals are applicable to all the Contractor's construction work whether or not it is Federal or federally assisted. Goals established for the geographical area where the work is actually performed shall apply.

The Contractor's compliance with the Executive Order and the "Standard Federal Equal Employment Opportunity Construction Contract Specifications" shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the Contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goals shall be a violation of the contract, the Executive Order and the regulations. Compliance with the goals will be measured against the total work hours performed.

3. The Contractor shall provide written notification to the Director within 10 working days of award of any construction subcontract in excess of $10,000.00 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor; employer identification number; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.

4. As used in this Notice, and in the contract resulting from this solicitation, the "covered area" is the State of Oregon and the county or counties listed in the special provisions.

EQUAL OPPORTUNITY CLAUSE.

The equal opportunity clause (II Equal Opportunity Form PR-1273) is required to be included in, and is part of, all nonexempt Federal and federally assisted construction contracts and subcontracts in excess of $10,000.00

STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY CONSTRUCTION CONTRACT SPECIFICATIONS (EXECUTIVE ORDER 11246)

1. As used in these specifications:

a. "Covered area" means the geographical area, described in the solicitation from which this contract resulted;

b. "Director" means Director, Office of Federal Contract Compliance Programs, United States Department of Labor, or any person to whom the Director delegates authority;

c. "Employer identification number" means the Federal Social Security number used on the Employer's Quarterly Federal Tax Return, U.S. Treasury Department Form 941.

d. "Minority" includes:

(i) Black (all persons having origins in any of the Black African racial groups not of Hispanic origin);

(ii) Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish Culture or origin, regardless of race);

(iii) Asian American and Pacific Islander (all persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian Subcontinent, or the Pacific Islands); and

(iv) American Indian or Alaskan Native (all persons having origins in any of the original peoples of North America and maintaining identifiable tribal affiliations through membership and participation or community identification).

2. Whenever the Contractor, or any Subcontractor at any tier, subcontracts a portion of the work involving any construction trade, it shall physically include in each subcontract in excess of $10,000.00 the provisions of these specifications and the Notice which contains the applicable goals for minority and female participation and which is set forth in the solicitation from which this contract resulted.

3. The Contractor shall implement the specific affirmative action standards provided in paragraphs 6a through p of these specifications. The goals set forth in the solicitation from which this contract resulted are expressed as percentages of the total hours of employment and training of minorities and female utilization the Contractor should reasonably be able to achieve in each construction trade in which it has employees in the covered area. Covered construction contractors performing construction work in geographical areas where they do not have a Federal of federally assisted construction contract shall apply the minority and female goals established for the geographical area where the work is performed. The Contractor is expected to make substantially uniform progress toward its goals in each craft during the period specified.

4. Neither the provisions of any collective bargaining agreement nor the failure by a union with whom the Contractor has a collective bargaining agreement to refer either minorities or women shall excuse the Contractor's obligations under these specifications, Executive Order 11246, or the regulations promulgated pursuant thereto.

5. In order for the nonworking training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees must be employed by the Contractor during the training period, and the Contractor must have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees must be trained pursuant to training programs approved by the U.S. Department of Labor.

6. The Contractor shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the Contractor's compliance with these specifications shall be based upon its effort to achieve maximum results from its actions. The Contractor shall document these efforts fully, and shall implement affirmative action steps at least as extensive as the following:

a. Ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and in all facilities at which the Contractor's employees are assigned to work. The Contractor, where possible, will assign two or more women to each construction project. The Contractor shall specifically ensure that all foremen, superintendents, and other on-site supervisory personnel are aware of and carry out the Contractor's obligation to maintain such a working environment, with specific attention to minorities and female individuals working at such sites or in such facilities.

b. Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the Contractor or its unions have employment opportunities available, and maintain a record of the organizations' responses.

c. Maintain a current file of the names, addresses and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment source, or a community organization and of what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the Contractor by the union or, if referred, not employed by the Contractor, this shall be documented in the file with the reason therefor, along with whatever additional actions the Contractor may have taken.

d. Provide immediate written notification to the Director when the union or unions with which the Contractor has a collective bargaining agreement has not referred to the Contractor a minority person or woman sent by the Contractor, or when the Contractor has other information that the union referral process has impeded the Contractor's efforts to meet its obligations.

e. Develop on-the-job training opportunities and/or participate in training programs for the area which expressly include minorities and women, including upgrading programs and apprenticeship and trainee programs relevant to the Contractor's employment needs, especially those programs funded or approved by the Department of Labor. The Contractor shall provide notice of these programs to the sources compiled under 6b above.

f. Disseminate the Contractor's EEO policy by providing notice of the policy to unions and training programs and requesting their cooperation in assisting the Contractor in meeting its EEO obligations; by including it in any policy manual and collective bargaining agreement; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year; and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.

g. Review, at least annually, the company's EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring, assignment, layoff, termination or other employment decisions including specific review of these items with on-site supervisory personnel such as Superintendents, General Foremen, etc., prior to the initiation of construction work at any job site. A written record shall be made and maintained identifying the time and place of these meetings, persons attending, subject matter discussed, and disposition of the subject matter.

h. Disseminate the Contractor's EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media, and providing written notification to and discussing the Contractor's EEO policy with other Contractors and Subcontractors with whom the Contractor does or anticipates doing business.

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i. Direct its recruitment efforts, both oral and written, to minority, female and community organizations, to schools with minority and female students and to minority and female recruitment and training organizations serving the Contractor's recruitment area and employment needs. Not later than one month prior to the date for the acceptance of applications for apprenticeship or other training by any recruitment source, the Contractor shall send written notification to organizations such as the above, describing the openings, screening procedures, and tests to be used in the selection process.

j. Encourage present minority and female employees to recruit other minority persons and women and, where reasonable, provide after school, summer and vacation employment to minority and female youth both on the site and in other areas of a Contractor's work force.

k. Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR Part 60-3.

l. Conduct, at least annually, an inventory and evaluation at least of all minority and female employees for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc., such opportunities.

m. Ensure that seniority practices, job classifications, work assignments and other personnel practices, do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensure that the EEO policy and the Contractor's obligations are being carried out.

n. Ensure that all facilities and company activities are nonsegregated except that separate or single-user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.

o. Document and maintain a record of all solicitations of offers for subcontracts from minority and female construction contractors and suppliers, including circulation of solicitations to minority and female contractor associations and other business associations.

p. Conduct a review, at least annually, of all supervisors, adherence to and performance under the Contractor's EEO policies and affirmative action obligations.

7. Contractors are encouraged to participate in voluntary associations which assist in fulfilling one or more of their affirmative action obligations (6a through p). The efforts of a contractor association, joint contractor-union, contractor-community, or other similar group of which the Contractor is a member and participant, may be asserted as fulfilling any one or more of its obligations under 6a through p of these Specifications provided that the Contractor actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensures that the concrete benefits of the program

are reflected in the Contractor's minority and female work force participation, makes a good faith effort to meet its individual goals and timetables, and can provide access to documentation which demonstrates the effectiveness of actions taken on behalf of the Contractor. The obligation to comply, however, is the Contractor's and failure of such a group to fulfill an obligation shall not be a defense for the Contractor's noncompliance.

8. A single goal for minorities and a separate single goal for women have been established. The Contractor, however, is required to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, the Contractor may be in violation of the Executive Order if a particular group is employed in a substantially disparate manner (for example, even though the Contractor has achieved its goals for women generally, the Contractor may be in violation of the Executive Order if a specific minority group of women is underutilized).

9. The Contractor shall not use the goals and timetables or affirmative action standards to discriminate against any person because of race, color, religion, sex or national origin.

10. The Contractor shall not enter into any subcontract with any person or firm debarred from Government contracts pursuant to Executive Order 11246.

11. The Contractor shall carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspension, termination and cancellation of existing subcontracts as may be imposed or ordered pursuant to Executive Order 11246, as amended, and its implementing regulations, by the Office of Federal Contract Compliance Programs. Any Contractor who fails to carry out such sanctions and penalties shall be in violation of these specifications and Executive Order 11246, as amended.

12. The Contractor, in fulfilling its obligations under these specifications, shall implement specific affirmative action steps, at least as extensive as those standards prescribed in paragraph 6 of these specifications, so as to achieve maximum results from its efforts to ensure equal employment opportunity. If the Contractor fails to comply with the requirements of the Executive Order, the implementing regulations, or these specifications, the Director shall proceed in accordance with 41 CFR 60-4.8.

13. The Contractor shall designate a responsible official to monitor all employment related activity to ensure that the company EEO policy is being carried out, to submit reports relating to the provisions hereof as may be required by the Government and to keep records. Records shall at least include for each employee the name, address, telephone numbers, construction trade, union affiliation if any, employee identification number when assigned, social security number, race, sex, status (e.g., mechanic, apprentice, trainee, helper, or laborer), dates of changes in status, hours worked per week in the indicated trade, rate of pay, and locations at which the work was

performed. Records shall be maintained in an easily understandable and retrievable form; however, to the degree that existing records satisfy this requirement, Contractors shall not be required to maintain separate records.

14. Nothing herein provided shall be construed as a limitation upon the application of other laws which establish different standards of compliance or upon the application of requirements for the hiring of local or other area residents (e.g., those under the Public Works Employment Act of 1977 and the Community Development Block Grant Program).

ADDITIONAL PROVISIONS

WRITTEN NOTIFICATION

In addition to the notification required in Item 3 on page a-2, the Contractor shall provide written notification to the Engineer within 10 working days of award of any construction subcontract in excess of $10,000.00 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor; employer identification number; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.

In addition to the notification required in Item d on page a-5, the Contractor shall provide immediate written notification to the Engineer when the union or unions with which the Contractor has a collective bargaining agreement has not referred to the Contractor minorities or women sent by the Contractor, or when the Contractor has other information that the union referral process has impeded the Contractor's efforts to meet its obligations.

REPORTS

The Contractor and each Subcontractor ($10,000.00 or more) shall submit to the Engineer the following reports:

1. Monthly, an "Employment Utilization Report" (CC-257).
2. Annually, a "Federal-Aid Highway Construction Contractor's EEO Report" (Form PR 1391).

COMPLIANCE

If the Contractor meets all the craft goals set forth in the applicable "Covered Area" of these Special Provisions, or can demonstrate good faith efforts to meet these goals (as specified in Item 6a through p on pages a-4 to a-6), the Contractor shall be considered to be in compliance with these Special Provisions.

SHOW CAUSE NOTICE

If an investigation or review reveals that a construction Contractor or Subcontractor has not complied with these Special Provisions, the Engineer shall issue a show cause notice to initiate efforts to bring the Contractor or Subcontractor into compliance. This written notice shall state the deficiencies found during the review, and shall advise the Contractor or Subcontractor to show cause within 30 days why the Engineer shall not impose administrative sanctions. Within 30 days the Contractor or Subcontractor must show good cause or must provide an acceptable agreement for corrective action including, where appropriate, goals and timetables for affected class members. If the Contractor or Subcontractor does not provide this information by the end of the 30 days, the Engineer shall withhold all project progress payments in process as of the date the show cause notice was issued and will continue to withhold project progress payments until the Contractor or Subcontractor responds in an acceptable manner. If the Contractor or Subcontractor fails to meet the conditions of the corrective action agreement, no further show cause notice is required; the Engineer shall immediately initiate enforcement proceedings.

Information relating to compliance with these Special Provisions may be obtained from the Construction EEO, MBE and Labor Compliance Manager, Oregon State Highway Division, Salem, Oregon 97310, phone 378-6314.

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SUPPLEMENTAL REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONTRACTS

SPECIAL PROVISIONS
On-the-Job Training

This Training Special Provision supersedes subparagraph 6e of the Special Provisions entitled "Affirmative Action Requirements for Women and Minorities" and is in implementation of 23 U.S.C. 140(a).

As part of the Contractor's equal employment opportunity affirmative action program, training shall be provided as follows:

The Contractor shall provide on-the-job training aimed at developing full journeyman in the type of trade or job classification involved.

The number of trainees to be trained under the special provision will be two.

In the event that a Contractor subcontracts a portion of the contract work, the Contractor shall determine how many, if any, of the trainees are to be trained by the subContractor, provided, however, that the Contractor shall retain the primary responsibility for meeting the training requirements imposed by this special provision. The Contractor shall also insure that this training special provision is made applicable to such subcontract. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training.

The number of trainees shall be distributed among the work classifications within a reasonable area of recruitment.

Prior to commencing construction, the Contractor shall submit to the Oregon State Highway Division for approval the training program(s) to be used in each selected trade or job classification. The training program(s) shall include the following:

1. The number of trainees to be trained in each classification.
2. The length and type of training to be provided in each classification.

3. The training to be provided by each subcontractor, if any.

4. The approximate starting date for each trainee.

5. The rates of pay for each trainee.

Approval or acceptance of a training program shall be obtained from the Oregon State Highway Division prior to commencing work in the classification covered by the program.

The Contractor will be credited for each trainee employed on the contract work who is currently enrolled or becomes enrolled in an approved program and will be reimbursed for such trainees as provided hereinafter.

Training and upgrading of minorities and women toward journeyman status is a primary objective of this Training Special Provision. Accordingly, the Contractor shall make every effort to enroll minority trainees and women (e.g., by conducting systematic and direct recruitment through public and private sources likely to yield minority and women trainees) to the extent that such persons are available within a reasonable area of recruitment. The Contractor will be responsible for demonstrating the steps has taken in pursuance thereof, prior to a determination as to whether the Contractor is in compliance with this Training Special Provision. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training, whether a member of a minority group or not.

No persons shall be employed as trainees in any classification in which they have successfully completed a training course leading to journeyman status or in which they have been employed as a journeymen. The Contractor should satisfy this requirement by including appropriate questions in the employment application or by other suitable means. Regardless of the method used, the Contractor's records should document the findings in each case.

The minimum length and type of training for each classification will be as established in the training program selected by the Contractor and approved by the Oregon State Highway Division and the Federal Highway Administration. The Oregon State Highway Division and the Federal Highway Administration shall approve a program if it is reasonably calculated to meet the equal employment opportunity obligations of the Contractor and to qualify the average trainee for journeyman status in the classification concerned by the end of the training period. Furthermore, apprenticeship programs registered with the U.S. Department of Labor, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau will be considered acceptable. Training programs approved but not necessarily sponsored by the U.S. Department of Labor, Manpower Administration, Bureau of Apprenticeship and Training shall also be considered acceptable provided they are administered in a manner consistent with the equal employment obligations of Federal-aid highway construction contracts.

It is the intention of these provisions that training is to be provided in the construction crafts rather than clerk, typist or secretarial positions. Training is permissible in lower level management positions such as office engineers, estimators, timekeepers, etc., where the training is oriented toward contruction applications. Training in the laborer classification may be permitted if the proposed training is significant and meaningful and is approved by the Federal Highway Administration's Division office. Some off-site training is permissible as long as the training is an integral part of an approved training program and does not comprise a significant part of the overall training.

Except as otherwise noted below, the Contractor will be reimbursed 80 cents per hour of training given an employee on this contract in accordance with an approved training program. Reimbursement will be made for training persons in excess of the number specified herein, providing the following has been approved by the Oregon State Highway Division prior to the date training commences:

1. The number of additional trainees,
2. The training program(s) in which training is to be provided.

This reimbursement will be made even though the Contractor receives additional training program funds from other sources, provided such other source does not specifically prohibit the contractor from receiving other reimbursement. Reimbursement for offsite training indicated above may only be made where the Contractor does one or more of the following and the trainees are concurrently employed on a Federal-aid project:

1. Contributes to the cost of the training,
2. Provides the instruction to the trainee,
3. Pays the trainee's wages during the offsite training period.

No payment shall be made to the Contractor if either the failure to provide the required training, or the failure to hire the trainee as a journeyman, is caused by the Contractor and evidences a lack of good faith on the part of the Contractor in meeting the requirements of this Training Special Provision. It is normally expected that trainees will begin their training on the project as soon as feasible after start of work utilizing the skills involved and will remain on the project as long as training opportunities exist in their work classifications or until they have completed their training programs. It is not required that all trainees be on the job for the entire length of the contract. Contractors will have fulfilled their responsibilities under this Training Special Provision if they have provided acceptable training to the number of trainees specified. The number trained shall be determined on the basis of the total number enrolled on the contract for a significant period.

Trainees will be paid at least 60 percent of the appropriate minimum journeyman's rate specified in the contract for the first half of the training period, 75 percent for the third quarter of the training period, and 90 percent for the last quarter of the training period, unless apprentices or trainees in an approved existing program are enrolled as trainees on this project. In that case, the appropriate rates approved by the Departments of Labor or Transportation in connection with the existing program shall apply to all trainees being trained for the same classification who are covered by this Training Special Provision.

The Contractor shall furnish each trainee a copy of the program to be followed in providing the training unless the trainee is registered in an approved training program monitored by a State Joint Apprenticeship and Training Council.

Upon termination of the trainee for any reason, or upon completion of the approved training program, the Contractor shall furnish the trainee with a certification showing the type and length of training satisfactorily completed except when training was provided under an approved apprenticeship program; in which case a certification showing only the length of training satisfactorily completed shall be furnished.

Records and Reports - The Contractor shall provide the following for the maintainance of records documenting a trainee's performance under this Training Special Provision.

1. Within 7 days after a trainee commmences work on the project, the Contractor and/or subcontractor shall furnish the project manager written notification

showing the name of the trainee or apprentice, the trade in which selected for the training and the date training started.

2. Furnish to the project manager, on an approved form, documentation setting forth the type and number of hours of training provided each day.

3. The Contractor and/or subcontractor shall submit to the project manager a "Federal-aid Highway Construction Contractor's Training Report" (Form FHWA1409) in accordance with the instructions given therein.

4. One copy of the certification, furnished to the trainee upon termination or upon completion of the program, shall be provided to the project manager.

Payment - The Contractor will be reimbursed at the stipulated unit price of $0.80 for each hour of on-the-job training provided and properly documented, in conformance with the hereinbefore set forth provisions.

Reimbursement to the Contractor will be made by a "Price Agreement".

No reimbursement for trainees will be made until all required documentation has been submitted by the Contractor and approved by the project manager.

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OREGON STATE HIGHWAY DIVISION

SUPPLEMENTAL REQUIRED CONTRACT PROVISIONS
CERTIFICATION OF NONDISCRIMINATION IN EMPLOYMENT

Pursuant to Equal Employment Opportunity Regulations of the Secretary of Labor [41 CFR 60-1.7(b)(1)], the contractor shall require all proposed subcontractors on subcontracts in excess of $10,000 to complete and sign a copy of the following certification form, and the copy of the completed form shall be submitted to the engineer for each proposed subcontract on the project.

Subcontractor's Certification of Nondiscrimination in Employment

The undersigned, as a proposed subcontractor on this project hereby certifies that he has ____, has not ____, participated in a previous contract or subcontract subject to the equal opportunity clause, as required by Executive Orders 10925, 11114, or 11246, and that he has ____, has not ____, filed with the Joint Reporting Committee, the Director of the Office of Federal Contract Compliance, a Federal Government contracting or administering agency, or the former President's Committee on Equal Employment Opportunity, all reports due under the applicable filing requirements.

....
(Company)

By: ....

....
(Title)

Date: ....

Also pursuant to the above cited regulations, the bidder on this project shall complete and sign the "Certification of Nondiscrimination in Employment" form included in the proposal form for this project. Failure to complete and sign this form may be cause for rejection of the proposal.

Note: Contractors and subcontractors who have participated in a previous contract or subcontract subject to the Executive Orders and have not filed the required reports should note that 41 CFR 60-1.7(b)(1) prevents the award of contracts and subcontracts unless such contractor submits a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U. S. Department of Labor.

Enclose in Special Provisions on all Federal Aid Projects.

May, 1969

Form 734-1735

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WAGE DETERMINATION DECISION OF THE SECRETARY OF LABOR
Decision No. OR 83-5100
(Modification No. 11)

ECISION NO. OR83-5100 - Mod #11 48 FR 7379 - Feb 18, 1983) Statewide Oregon		
CHANGE:		
SHEET METAL WORKERS:		
Area 1	17.89	6.36
Area 2	16.72	3% + 2.2
Area 4	15.50	2.38
LINE CONSTRUCTION:		
Area 1 (Zone 1, Base Rate):		
Group 1	20.03	3.00+3½%
Group 2	18.11	3.00+3½%
Group 3	16.35	3.00+3½%
Group 4	15.61	2.30+3½%
Group 5	13.66	2.30+3½%
Group 6	13.66	2.30+3½%
Group 7	12.84	2.30+3½%

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WAGE DETERMINATION DECISION OF THE SECRETARY OF LABOR
Decision No. OR 83-5100
(Modification Nos. 4, 5, 6, 7, 8, 9 & 10)

DECISION NO. OR83-5100 - Mod. #4
(48 FR 7379 Feb.18,1983)
Statewide Oregon

CHANGE:
Modification #2 dated April 22, 1983, to read "Mod. #3"

ADD:
ZONE DESCRIPTIONS FOR LABORERS AND TRUCK DRIVERS:
CITIES:
Add "Salem"

DECISION NO. OR83-5100 - Mod #5

(48 FR 7379 Feb. 18, 1983) Statewide Oregon	Basic Hourly Rates	Fringe Benefits
CHANGE:		
PAINTERS:		
Area 2:		
Brush	$15.39	$3.09
Spray	16.24	3.09
Bridges, High Work Over 50 ft (Brush)	17.14	3.09
Bridges, High Work Over 50 ft (Spray)	17.79	3.09
PLUMBERS:		
Area 1	16.30	4.01
ROOFERS:		
Area 3	13.46	2.05
SHEET METAL WORKERS:		
Area 2	17.36	3%+1.95
SOFT FLOOR LAYERS:		
Area 1	14.022	2.38 + b
Area 2	13.66	1.19
TILE SETTERS:		
Area 1	17.11	3.45
TILE AND TERRAZZO HELPERS:		
Area 1	13.37	2.10

ADD:
FOOTNOTE:
b. 4% of all gross wages to be credited to employees with less than one year of service, 6% with more than one year of service. Seven paid holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Friday after, and Christmas Day.

DECISION NO. OR83-5100 - Mod #6

(48 FR 7379 Feb. 18, 1983) Statewide Oregon	Basic Hourly Rates	Fringe Benefits
CHANGE:		
CARPENTERS:		
Groups 1 to 6:(Fringe Benefits)		$3.32
CEMENT MASONS:		
Cement Masons (Fringe Benefits)		4.22
Composition Workers; Power Machinery (Fringe Benefits)		4.22
POWER EQUIPMENT OPERATORS:		
(Fringe Benefits):		
Groups 1 to 19		4.23
ZONE DESCRIPTIONS for Power Equipment Operators:		
Identical to Laborers and Truck Drivers as contained in Modification #2 dated April 8, 1983 (48 FR 15402)		

DECISION NO. OR83-5100 - Mod #[illegible]

(48 FR 7379 Feb. 18, 1983) Statewide Oregon	Basic Hourly Rates	Fringe Benefits
CHANGE:		
ELECTRICIANS:		
Area 2:		
Electricians	$22.16	3.53+3
Cable Splicers	23.25	3.53+3
PAINTERS:		
Area 1:		
Painters and Tapers	12.25	1.71

DECISION NO. OR83-5100 - Mod #8

(48 FR 7379 - Feb. 18, 1983) Statewide Oregon	Basic Hourly Rates	Fringe Benefits
CHANGE:		
ELECTRICIANS:		
Area 2:		
Electricians	$20.87	4.80+3
Cable Splicers	21.91	4.80+3
PLUMBERS:		
Area 4	20.48	3.70
SHEET METAL WORKERS:		
Area 1	18.39	3.54
SPRINKLER FITTERS	17.92	3.23

DECISION NO. OR83-5100 - Mod #9 (48 FR 7379 - Feb. 18, 1983) Statewide Oregon	Basic Hourly Rates	Fringe Benefits
OMIT:		
Laborers:		
Group 5:		
Omit the following:		
"(includes Guard Rail, Median Rail, Reference Post, Guide Post, Right-of-Way Marker)"		
ADD:		
Laborers:		
Group 1:		
(includes Guard Rail, Median Rail, Reference Post, Guide Post, Right-of-Way Marker)		
Sheet Metal Workers:		
Area 4:		
Add Jackson County		

DECISION NO. OR83-5100 - Mod#10 (48 FR 7379 - Feb. 18, 1983) Statewide Oregon	Basic Hourly Rates	Fringe Benefits
OMIT:		
Roofers: Area 1:		
(All classifications and rates)		
ADD:		
Roofers:		
Area 1:		
Roofers	$16.90	$2.60
Handling Coal Tar Pitch	16.39	2.60
CHANGE:		
Electricians:		
Area 5:		
Electricians	18.80	3.50+ 3%
Cable Splicers	19.55	3.50+ 3%

WAGE DETERMINATION DECISION OF THE SECRETARY OF LABOR
Decision No. OR 83-5100
(Modification Nos. 1 & 2)

DECISION NO. OR83-5100 - Mod. #1
(48 FR 7379 - February 18, 1983)
Statewide, Oregon

	Basic Hourly Rates	Fringe Benefits
Change:		
Electricians:		
Area 3:		
Electricians	$19.05	$4.35+ 3%
Cable Splicers	20.95	4.35+ 3%
Area 6:		
Electricians	19.06	3.42+ 3%
Cable Splicers	20.98	3.42+ 3%
Elevator Constructors:		
Mechanics	20.13	2.69+ a
Helpers	70%JR	2.69+ a
Probationary Helpers	50%JR	
Line Construction:		
Area 1:		
Group 1: Cable Splicers, Lineman Pole Sprayer	19.93	2.75+ 3½%
Group 2: Lineman, Pole Sprayer, Heavy Line Equipment Man, Certified Lineman Welder	18.01	2.75+ 3½%
Group 3:* Tree Trimmer	16.25	2.75+ 3½%
Group 4: Line Equipment Man	15.51	2.05+ 3½%
Group 5: Head Groundman, Powderman, Jackhammer Man	13.56	2.05+ 3½%
Group 6:* Head Groundman (Chipper)	13.56	2.05+ 3½%
Group 7: Groundman	12.74	2.05+ 3½%
Zone Differential (add to Zone 1 Rate:		
Zone 2 - $2.40		
Zone 3 - 3.15		
Zone 4 - 3.90		
Zone 5 - 5.15		
Fringe Benefits - same as Zone 1		
Groups 3 and 6 receive Zone 1 rate Only (no zone differential)		

Zone Definitions:
Zone 1: 0 to 3 miles radius from the geographical center of Tacoma, Seattle, Medford, and Portland
Zone 2: 0 to 20 miles radius from the geographical center of Astoria, Baker, Burns, Bend, Corvallis, Eugene, Klamath Falls, Lakeview, Pendleton, Salem Roseburg, The Dalles, Umatilla
NOTE: Zones 3 to 5: Same as originally issued in the Decision

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DECISION NO. OR83-5100-Mod.#2
(48 FR 7379 Feb. 18, 1983)
Statewide Oregon

	Basic Hourly Rates	Fringe Benefits
CHANGE:		
TIMBER SALES ROADS:		
Operating Engineer	$10.37	$4.15
Teamster	9.76	3.76
Laborer	8.35	6.30
Power Saw, Driller, Powderman	9.12	6.30
ZONE DESCRIPTIONS FOR LABORERS AND TRUCK DRIVERS (POWER EQUIPMENT OPERATORS UNCHANGED)		
CITIES: Albany, Astoria, Baker Bend, Bingen, Brookings, Burn Coos Bay, Corvallis, Eugene, Goldendale, Grants Pass, Hermiston, Hood River, Klamath Falls, La Grande, Lakeview, Longview, Madras, Medford, McMinnville, Vancouver, Oregon City, Newport, Ontario, Pendleton, Portland, Port Orford, Reedsport, Roseburg, The Dalles, Tillamook		
ZONE 1: Projects within 30 Miles of City Hall in the Cities above.		
ZONE 2: More than 30 but less than 40 miles		
ZONE 3: More than 40 but less than 50 miles		
ZONE 4: More than 50 but less than 80 miles		
ZONE 5: More than 80 miles. (Zone 6 is discontinued)		
ADD:		
Laborers:		
Group 5:		
Landscaping or planting laborer; Fence Builder (includes Guard Rail, Median Rail, Reference Post, Guide Post, Right-of-Way Marker)	8.00	6.30
OMIT:		
Zone Differential:		
Zone 6 - $3.55 (Laborers and Truck Drivers only)		
Laborers:		
Group 1: Omit the following classifications which are now included in Group 5: Fence Builder (including Guard Rail, Median Rail, Reference Post, Right-Of-Way marker); Landscaping or Planting Laborers.		
ADD:		
LINE CONSTRUCTION:		
ZONE DEFINITIONS: (Add to Zone 2): 3 to 20 miles radius from Seattle, Tacoma, Portland, & Medford		

DECISION NO. OR83-5100 - Mod. #2
(48 FR 7379 February 18, 1983)
Statewide Oregon

	Basic Hourly Rates	Fringe Benefits
CHANGE:		
PAINTERS:		
Area 1:		
Brush	$14.94	$3.94
Spray	15.69	3.94
Bridges, High work over 30' (Brush)	15.84	3.94
Bridges, High Work over 30' (Spray)	16.39	3.94

WAGE DETERMINATION DECISION OF THE SECRETARY OF LABOR
Decision OR83-5100

SUPERSEDEAS DECISION

STATE: Oregon
COUNTIES: Statewide
DECISION NUMBER: OR83-5100
DATE: Date of Publication
Supersedes Decison No. OR82-5100 dated March 12, 1982, in 47 FR 10954
DESCRIPTION OF WORK: Building Projects (does not include singl: family homes and apartments up to and including 4 stories), Heavy and Highway Projects and Dredging

	Basic Hourly Rates	Fringe Benefits
ASBESTOS WORKERS	$21.52	$3.54
BOILERMAKERS	19.67	3.96
BRICKLAYERS; Stonemasons:		
Area 1	17.64	3.23
Area 2	17.13	2.27
CARPENTERS:		
Group 1	16.19	3.32
Group 2	16.34	3.32
Group 3	16.44	3.32
Group 4	16.59	3.32
Group 5	16.29	3.32
Group 6	16.39	3.32
CEMENT MASONS:		
Cement Masons	15.49	4.02
Composition Workers; Power Machinery Operator	15.80	4.02
ELECTRICIANS:		
Area 1:		
Electricians	15.05	2.00+4%
Cable Splicers	16.56	2.00+4%
Area 2:		
Electricians	20.39	3.53+3%
Cable Splicers	21.41	3.53+3%
Area 3:		
Electricians	19.05	3.44+3%
Cable Splicewrs	20.95	3.44+3%
Area 4:		
Electricians	22.00	2.42+3%
Line Cable Splicers	24.20	2.42+3%
Area 5:		
Electricians	20.80	3.63+3%
Cable Splicers	21.60	3.63+3%
Area 6:		
Electricians	19.06	3.07+3%
Cable Splicers	20.98	3.07+3%
ELEVATOR CONSTRUCTORS:		
Mechanics	18.06	1.475+a
Helpers	70%JR	1.475+a
Probationary Helpers	50%JR	
GLAZIERS	16.34	2.09
IRONWORKERS:		
Structural; Reinforcing; Ornamental; Riggers; Fence Erectors; Signal Men	18.04	3.80
LATHERS:		
Area 1	15.87	3.16

	Basic Hourly Rates	Fringe Benefits
MARBLE SETTERS:		
Area 1	$17.11	$2.85
MASON TENDERS:		
(including tenders or Plasterers, Bricklayers, Tile Setters, Marble Setters and Terrazzo Worker; Topping for Cement Finishers and Mortar Mixer)	14.22	2.60
PAINTERS:		
Area 1:		
Painters and Tapers	12.25	1.41
Area 2:		
Brush	13.73	2.99
Spray	14.28	2.99
Bridges, High work over 50' (brush)	14.63	2.99
Bridges, High work over 50' (spray)	15.18	2.99
Drywall Tapers	15.48	2.11
PLASTERERS:		
Area 1	15.23	3.16
Area 2	16.23	3.31
PLUMBERS:		
Area 1	14.67	3.74
Area 2	19.43	6.98
Area 3	15.50	6.22
Area 4	20.58	3.60
Area 5	20.26	3.65
Area 6	19.58	4.15
Area 7	21.19	3.10
Area 8	16.51	4.05
ROOFERS:		
Area 1:		
Roofers	16.85	2.30
Handling of irritating material (coal tar or epoxy)	17.10	2.30
Handling of irritating material (coal tar or epoxy) in confined area	17.35	2.30
Area 2:		
Roofers	14.75	1.72
Spray and/or application of irritating materials in a confined area	15.75	1.72

1-23

	Basic Hourly Rates	Fringe Benefits
ROOFERS: (Cont'd)		
Area 3	$14.25	$1.85
Area 4	14.56	4.10
SHEET METAL WORKERS:		
Area 1	17.95	4.13+ 3%
Area 2	15.61	1.95
Area 3	18.76	3.10+ 3%
Area 4	15.705	2.11
SOFT FLOOR LAYERS:		
Area 1	14.022	
Area 2	12.37	1.19
SPRINKLER FITTERS	17.92	2.83
TILE SETTERS:		
Area 1	17.31	3.05
Area 2	15.43	2.15
TILE and TERRAZZO HELPERS:		
Area 1	15.70	1.70
LINE CONSTRUCTION:		
Area 1:		
Zone 1 - (Base Rate):		
Group 1	19.30	2.55+ 3½%
Group 2	17.44	2.55+ 3½%
Group 3*	15.74	2.55+ 3½%
Group 4	15.02	1.85+ 3½%
Group 5	13.13	1.85+ 3½%
Group 6*	13.13	1.85+ 3½%
Group 7	12.34	1.85+ 3½%

Zone Differential -
(Add to Zone 1 Rate):
Zone 2 - $2.00
Zone 3 - 2.75
Zone 4 - 3.50
Zone 5 - 4.75

*Groups 3 and 6 receive Zone 1 Rates ONLY (No Zone Differential)

	Basic Hourly Rates	Fringe Benefits
LINE CONSTRUCTION: (Cont'd)		
Area 2:		
Cable Splicers	$17.56	$1.20+ 3½%
Journeyman Lineman	15.92	1.20+ 3½%
Line Equipment Mechanic (right-of-way)	15.05	1.20+ 3½%
Line Equipment Mechanic (base shop)	14.07	1.20+ 3½%
Line Equipment Serviceman	14.07	1.20+ 3½%
Line Equipment Operator	14.31	1.20+ 3½%
Groundman	11.40	1.20+ 3½%
DREDGING:		
Leverman, Hydraulic	16.97	3.87
Leverman, Dipper	17.68	3.87
Assistant Engineer (including Watch Engineer, Welder, Mechanic and Machinist); Mate	16.43	3.87
Tenderman (Boatman, attending Dredge Plant); Fireman	16.02	3.87
Assistant Mate (Deckhand); Oiler	15.67	3.87
TIMBER SALES ROADS:		
Operating Engineer	11.71	3.37
Operating Engineer Assistant (Oiler)	10.65	3.37
Teamster	11.49	2.52
Laborer	9.90	4.00
Power Saw, Driller, Powderman	10.67	4.00

	Basic Hourly Rates	Fringe Benefits
LABORERS:		
Zone 1 - (Base Rate):		
Group 1	$12.84	$4.30
Group 2	13.19	4.30
Group 3	13.49	4.30
Group 4	13.74	4.30
Zone Differential - (Add to Zone 1 Rate):		
Zone 2 - $0.65		
Zone 3 - 1.15		
Zone 4 - 1.70		
Zone 5 - 2.75		
Zone 6 - 3.55		
POWER EQUIPMENT OPERATORS:		
Zone 1 - (Base Rate):		
Group 1	15.00	4.15
Group 2	15.18	4.15
Group 3	15.33	4.15
Group 4	15.53	4.15
Group 5	15.56	4.15
Group 6	15.67	4.15
Group 7	15.74	4.15
Group 8	15.87	4.15
Group 9	15.96	4.15
Group 10	16.04	4.15
Group 11	16.06	4.15
Group 12	16.15	4.15
Group 13	16.25	4.15
Group 14	16.48	4.15
Group 15	16.67	4.15
Group 16	16.91	4.15
Group 17	17.10	4.15
Group 18	17.34	4.15
Group 19	17.52	4.15
Zone Differential - (Add to Zone 1 Rate):		
Zone 2 - $0.65		
Zone 3 - 1.15		
Zone 4 - 1.70		
Zone 5 - 2.75		
Zone 6 - 3.55		

	Basic Hourly Rates	Fringe Benefits
TRUCK DRIVERS:		
Zone 1 - (Base Rate):		
Group 1	$14.63	$3.74
Group 2	14.74	3.74
Group 3	14.79	3.74
Group 4	14.84	3.74
Group 5	14.89	3.74
Group 6	14.99	3.74
Group 7	15.09	3.74
Group 8	15.19	3.74
Group 9	15.29	3.74
Group 10	15.46	3.74
Group 11	15.56	3.74
Group 12	15.66	3.74
Group 13	15.76	3.74
Group 14	15.86	3.74
Zone Differential - (Add to Zone 1 Rate):		
Zone 2 - $0.65		
Zone 3 - 1.15		
Zone 4 - 1.70		
Zone 5 - 2.75		
Zone 6 - 3.55		

WELDERS; RIGGERS: Receive rate prescribed for craft performing operation to which welding and rigging are incidental

FOOTNOTE:

a. Employer credits 8% of basic hourly rate for employees with more than 5 years' service; 6% basic hourly rate for 6 months' to 5 years' service to Vacation Plan. Seven Paid Holidays: New Year's Day; Memorial Day; Independence Day; Labor Day; Thanksgiving Day; Friday after Thanksgiving Day; and Christmas Day

AREA and GROUP DESCRIPTIONS

BRICKLAYERS; Stonemasons:

Area 1: Baker, Clackamas, Clatsop, Columbia, Gilliam, and Hood River; Malheur County (north half); Marion, Morrow, Multnomah, Polk, Sherman, and Tillamook Counties; Umatilla, Union, Wallowa, and Wasco Counties (north of the City of Maupin); Washington and Yamhill Counties

Area 2: Benton, Crook, Coos, Curry, Deschutes, Douglas, Grant, Harney, Jackson, Jefferson, Josephine, Klamath, Lake, Lane, Lincoln, and Linn Counties; Malheur County (south half); Wasco County (including the City of Maupin and south thereof); Wheeler County

CARPENTERS:

Group 1: Acoustical and Drywall Applicator; Automatic Nailing Machine; Carpenters; Form Strippers; Manhole Builders

Group 2: Floor Layers and Finishers; Stationary Power Saw Operators

Group 3: Millwrights and Machine Erectors

Group 4: Certified Welders

Group 5: Piledrivermen; Bridge, Dock and Wharf Builders

Group 6: Boom Men

ELECTRICIANS:

Area 1: Malheur County

Area 2: Baker, Gilliam, Grant, Morrow, Umatilla, Union, Wallowa, and Wheeler Counties

Area 3: Coos, Curry, and Lincoln Counties; Douglas and Lane Counties (those portions lying west of a line north and south from the NW corner or Coos County to the SE corner of Lincoln County)

Area 4: Benton, Crook, Deschutes, and Jefferson Counties; Lane County (eastern portion); Linn, Marion, and Polk Counties; Yamhill County (south half)

Area 5: Clackamas, Clatsop, Columbia, Hood River, Multnomah, Sherman, Tillamook, Wasco, and Washington Counties; Yamhill County (north half)

Area 6: Harney, Jackson, Josephine, Klamath, and Lake Counties; Douglas County (that portion lying east of a line running north and south from the NE corner of Coos County to the SE corner of Lincoln County)

AREA DESCRIPTIONS (Cont'd)

LATHERS:
Area 1: Clackamas, Clatsop, Columbia, Gilliam, Harney, Hood River, Morrow, Multnomah, Sherman, and Yamhill Counties

MARBLE SETTERS:
Area 1: Baker, Clackamas, Clatsop, Columbia, Gilliam, and Hood River Counties; Malheur County (north half); Multnomah, Morrow, Sherman, and Tillamook Counties; Union, Umatilla, and Wallowa Counties; Wasco County (north of the City of Maupin); Washington County; Yamhill County (north half)

PAINTERS:
Area 1: Malheur County
Area 2: Remaining Counties

PLASTERERS:
Area 1: Benton, Coos, Crook, Curry, Douglas, Deschutes, Harney, and Jefferson Counties; Klamath County (northern one-third); Lane County; Lincoln, Linn, Wasco, and Wheeler Counties (south half)
Area 2: Remaining Counties

PLUMBERS:
Area 1: Baker County; Harney (except NW portion); Malheur County
Area 2: Grant County (except SW corner); Morrow, Umatilla, Wallowa, and Union Counties
Area 3: Benton, Lincoln, and Linn Counties (north half); Marion and Polk Counties; Tillamook and Yamhill Counties (south half)
Area 4: Clackamas, Clatsop, Columbia, Gilliam, Hood River, Jefferson, Multnomah, Sherman, Wasco, Wheeler, and Washington Counties; Tillamook and Yamhill Counties (north half)
Area 5: Coos and Curry Counties; Douglas County (West Coast portion); Lann County (including the City of Florence)
Area 6: Benton County (south half); Crook and Deschutes Counties; Douglas County (except Coast portion); Grant County (SW corner); Harney County (NW portion); Jefferson County (south half); Klamath and Lake Counties (northern portion); Lane County (except the City of Florence); Lincoln and Linn Counties (south half)
Area 7: Remainder of Klamath and Lake Counties
Area 8: Jackson and Josephine Counties

ROOFERS:
Area 1: Baker, Clackamas, Clatsop, Columbia, Grant, Gillian, Hood River, Morrow, Multnomah, Sherman, Tillamook, Wasco, Washington, and Wheeler Counties
Area 2: Benton, Coos, Crook, Curry, Deschutes, Douglas, Harney, Jackson, Josephine, Klamath, Lake, Lane, Lincoln, Linn, Marion, Polk, and Yamhill Counties
Area 3: Malheur County
Area 4: Umatilla, Union, and Wallowa Counties

AREA and GROUP DESCRIPTIONS (Cont'd)

SHEET METAL WORKERS:
Area 1: Benton, Clackamas, Clatsop, Columbia, Crook, Deschutes, Gilliam, Grant, Harney, Hood River, Jefferson, Lincoln, Linn, Marion, Multnomah, Polk, Sherman, Tillamook, Wasco, Washington, Wheeler, and Yamhill Counties
Area 2: Baker and Malheur Counties
Area 3: Morrow, Umatilla, Union, and Wallowa Counties
Area 4: Coos, Curry, Douglas, Klamath, Lake, Lane, and Josephine Counties

SOFT FLOOR LAYERS:
Area 1: All Counties except Malheur County
Area 2: Malheur County

TILE SETTERS:
Area 1: Baker, Clackamas, Clatsop, Columbia, Gilliam, and Hood River Counties, Malheur County (north half); Morrow, Multnomah, Sherman, Tillamook, Umatilla, Union, and Wallow Counties; Wasco County (north of Maupin); Washington County; Yamhill County (north half)
Area 2: Benton, Coos, Crook, Curry, Deschutes, Douglas, Grant, Harney, Jackson, Josephine, Klamath, Lake, Lane, Lincoln, and Linn Counties; Malheur County (south half); Wasco County (Maupin and south thereof); Wheeler County (south half)

TILE and TERRAZZO HELPERS:
Area 1: Baker, Clackamas, Clatsop, Columbia, Gilliam, and Hood River Counties; Malheur County (north half); Marrow, Multnomah, Sherman, Tillamook, Umatilla, Union, and Wallow Counties; Wasco County (north of Maupin); Washington County; Yamhill County (north half)

LINE CONSTRUCTION:
Area 1: All Counties Except Malheur County
Group 1: Cable Splicer, Leadman Pole Sprayer
Group 2: Lineman, Pole Sprayer, Heavy Line Equipment Man, Certified Lineman Welder
Group 3: Tree Trimmer
Group 4: Line Equipment Man
Group 5: Head Groundman, Powderman, Jackhammer Man
Group 6: Head Groundman (Chipper)
Group 7: Groundman
Zone Definitions:
Zone 1 - (Base Rate): 0 to 3 miles radius from the geographical center of the Cities listed below
Zone 2 - 3 to 20 miles radius
Zone 3 - 20 to 35 miles radius
Zone 4 - 35 to 50 miles radius
Zone 5 - Over 50 miles radius
Base Rate is paid when working out of employer's permanent shop
BASE POINTS:
Bellingham
Ellensburg
Ephrata
Everett
Kennewick
Longview
Olympia
Seattle
Spokane
Tacoma
Burns
Wenatchee
Wilbur
Yakima
Astoria
Baker
Bend
Pendleton
Corvallis
The Dalles
Engene
Klamath Falls
Lakeview
Medford
Orfino
Portland
Roseburg
Umatilla
Coeur D' Alene
Kellog
Lewiston
Walla Walla
Sand Point
Salem

Area 2: Malheur County

ZONE DESCRIPTIONS
for
LABORERS
POWER EQUIPMENT OPERATORS
and
TRUCK DRIVERS

CITIES:
Albany
Astoria
Baker
Bend
Brookings
Burns
Coos Bay
Corvallis
Goldendale
Grants Pass
Hood River
Klamath Falls
La Grande
Lakeview
Longview
Madras
Medford
McMinnville
Vancouver
Newport
Ontario
Pendleton
Port Orford
Reedsport
Roseburg
The Dalles
Tillamook

ZONE 1 - All jobs or projects located within 10 miles of the respective City Hall

ZONE 2 - More than 10 miles but less than 25 miles form the respective City Hall

ZONE 3 - More than 25 miles but less than 35 miles from the respective City Hall

ZONE 4 - More than 35 miles but less than 45 miles from the respective City Hall

ZONE 5 - More than 45 miles but less than 75 miles from the respective City Hall

ZONE 6 - More than 75 miles from the respective City Hall

Portland, Eugene and Salem ONLY

ZONE 1 - All jobs or projects located within 20 miles of the respective City Hall

ZONE 2 - More than 20 miles but less than 25 miles from the respective City Hall

ZONE 3 - More than 25 miles but less than 35 miles from the respective City Hall

ZONE 4 - More than 35 miles but less than 45 miles from the respective City Hall

ZONE 5 - More than 45 miles but less than 75 miles from the respective City Hall

ZONE 6 - More than 75 miles from the respective City Hall

LABORERS

Group 1: Asphalt Plant Laborers; Asphalt Spreaders; Batch Weighman; Broomers; Brush Burners and Cutters; Car and Truck Loaders; Carpenter Tender; Change-house Man or Dry Shack Man; Choke Setter; Clean-up Laborers; Concrete Laborers; Culvert hand labor; Curing, concrete; Demolition, wrecking, and moving Laborers; Driller Tenders; Dumpers, road oiling crew; Dumpmen (for grading crew); Elevator Feeders; Fence Builder (including Guard Rail, Median Rail, Reference Post, Right-of-way Marker); Fine Graders; Form Strippers (not swinging stages); General Laborers; Landscaping or Planting Laborers; Leverman or Aggregate Spreader (Flaherty and Loading Spotters and similar types); Material Yard Man (including electrical); Powderman Tender; Pittsburgh Chipper Operator or similar types; Ribbon Setters (including Steel Forms); Rip Rap Man (hand placed); Road Pump Tender; Sewer Labor; Signalman; Skipman; Slopers; Spraymen; Stake Chaser; Stockpiler; Timber Faller and Bucker (hand labor); Toolroom Man (at job site); Tunnel Bullgang (above ground); Weightman, Crusher (aggregate when used); Railroad Track Laborers

Group 2: Applicator (including Pot Tender for same), applying protective material by hand or nozzle on utility lines or storage tanks on project; Brush Cutters (power saw); Burners; Choker Splicer; Clary Power Spreader and similar types; Clean-up Nozzleman; Green Cutter (concrete, rock, etc.); Concrete Power Buggyman; Crusher Feeder; Demolition and wrecking charred materials; Grade Checker; Granite Nozzleman Tender; Gunite or Pot Tender; Handlers or Mixers of all materials of an irritating nature (including cement and lime); Power Tool Operators, includes but not limited to: Dry Pack Machine; Jackhammer; Chipping Guns; Paving Breakers; Vibrators (less than 4" in diameter); Post Hole Digger, air, gas or electric; Vibrating Screed; Tampers; Sand Blasting (wet); Stake-setter; Tunnel - Muckers, Brakemen, Concrete Crew, Bull Gang (underground)

Group 3: Asphalt Rakers; Bit Grinder; Drill Doctor; Drill Operators, Air Tracks, Cat Drills, Wagon Drills, Rubber-mounted Drills, and other similar types; Concrete Saw Operator; Gunite Nozzleman; High Scalers, Strippers and Drillers (covers work in Swinging Stages, chairs or belts, under extreme conditions unusual to normal drilling, blasting, barring-down, or sloping and stripping); Laser Beam (pipe laying)(applicable when employee assigned to move, set up, align Laser Beam); Manhole Builder; Powdermen; Power Saw Operators (bucking and falling); Pumpcrete Nozzlemen; Sand Blasting (dry); Sewer Pipe Layers; Sewer Timberman; Track Liners, Anchor Machines, Ballast Regulators, Multiple Tampers, Power Jacks; Tugger Operator; Tunnel - Chuck Tenders, Nippers, and Timbermen; Vibrator (4" and larger); Water Blaster; Welder

Group 4: Laser Beam (tunnel) - applicable when employee assigned to move, set up, align Laser Beam; Tunnel Miners; Tunnel Powderman

POWER EQUIPMENT OPERATORS

Group 1: Oiler, including Plant, Crane, Crusher, Guardrail equipment, and Trenching Machine; Assistant Conveyor Operator; Crusher Feederman; Deckhand; Self-propelled Scaffolding Operator; Guardrail Punch Oiler; Pump Operator, under 4"; Brakeman; Switchman; Parts Man (tool room)

Group 2: Blade Operator, pulled type; Truck Crane Oiler - Driver, 25 ton capacity or over; Crane Fireman (all equipment except floating); A-Frame Truck Operator, single drum; Tugger or Coffin type Hoist Operator; Driller Tender; Auger; Oiler; Boatman; Fork Lift or Lumber Stacker Operator (on job site); Oiler, combination Guardrail Machines; Temporary Heating Plant Operator; Grade Oiler, required to check grade; Grade Checker; Tar Pot Fireman; Tar Pot Fireman (power agitated); H.D. Repairman Tender; Welder's Tender; Helicopter Radioman (ground); Roller Operator, grading of base rock (not asphalt)

Group 3: Aspahlt Plant Fireman; Pugmill Operator (any type); Truck mounted Asphalt Spreader, with Screed; Compressor Operator (any power), under 1,250 cu. ft. total capacity; Conveyor Operator; Mixer Box Operator (C.T.B., Dry Batch, etc.); Cement Hog; Concrete Saw; Concrete Curing Machine (riding type); Wire Mat or Brooming Machine; Ross Carrier Operator (on job site); Bucket Elevator Loader, Barber Greene and similar types; Hydraulic Pipe Press; Pump Operator (any power), 4" and over; Hydrostatic Pump; Motorman; Ballast Jack Tamper; Bell Boy, phones, etc; Tamping Machine, mechanical self-propelled; Hydrographic Seeder Machine, straw, pulp or seed; Broom Operator, self-propelled (on job site); Air Filtration Equipment; Welding Machine Operator

Group 4: Screed Operator; Compactor, including Vibratory; Compressor (any power) over 1,250 cu. ft. total capacity; Combination Mixer and Compressor, Gunnite Work; Concrete Mixer Operator, single drum, under five bag capacity; Helicopter Hoist Operator; Floating Equipment Fireman; Lull Hi-lift Operator or similar type; Fork Lift, over 5 ton; Service Oiler (Greaser); Hydra Hammer or similar types; Pavement Breaker; Pump Operator, more than 5 (any size); Locomotive, under 40 tons; Roller Operator, Oiling, C.T.B.

Group 5: Extrusion Machine; Wagner Pactor or similar type (without blade); Concrete Batch Plant Quality Control Operator; Power Jumbo, Setting Slip Forms, etc. in tunnels; Slip Form Pumps, Power driven Hydraulic Lifting Device for concrete forms; Hoist, single drum; Elevator Operator; Pulva-mixer or similar types; Chip Spreading Machine Operator; Lime Spreading (on job site); Sweeper (Wayne type) Self-propelled (on job site); Tractor, rubber-tired 50 H.P. flywheel and under; Trenching Machine, maximum digging capacity 3 ft. depth

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POWER EQUIPMENT OPERATORS (Cont'd)

Group 6: Asphalt Burner and Reconditioner; Pavement Grinder and/or Grooving Machine (riding type); Cast-in-place Pipe Laying Machine; Maginnis Internal Full Slab Vibrator; Concrete Finishing Machine, Clary, Johnson, Bidwell, Burgess Bridge Deck or similar type; Curb Machine, Mechanical Berm, Curb and/or Curb and Gutter; Concrete Joint Machine; Concrete Planer; Concete Paving Machine; Concrete Spreader; Loaders, rubber-tired type, 2½ cu. yds. and under; Rock Spreaders, self-propelled

Group 7: Roller (any asphalt mix); Beltcrete; Pumpcrete Operator (any type); Fuller-Kenyon and similar; Concrete Pump; Grouting machine; Concrete Mixer, single drum, five bag capacity and over; Tower Mobile Operator; A-Frame Truck, double drum; Boom Truck; Churn Drill and Earth Boring Machine; Hydraulic Backhoe, wheel type 3/8 cu. yds. and under with or without Front End attachments 2½ cu. yds. and under (Ford, John Deer, Case type); Elevating Grader, Tractor towed requiring Operator or Grader; Pot Rammer; Ballast Regulator; Ballast Tamper, Multiple-purpose; Track Liner; Tie Spacer; Shuttle Car; Locomotive, 40 tons and over

Group 8: Diesel-electric Engineer, Plant, Crusher, Generator, Floating; Batch Plant and/or wet mix, one and two drum; Generator Operator; Belt Loader, Kolman and Ko Cal types; Asphalt Paver Operator

Group 9: Bulldozer; Drill Cat Operator; Side-boom Cat; Compactor, with blade; Concrete Cooling Machine; Chicago Boom and similar types; Lift Slab Machine; Boom type lifting device, 5 ton capacity or less; Cherry Picker or similar type Crane-hoist, 5 ton capacity or less; Grizzley Crusher; Crusher Plant; Drill Doctor; Boring Machine; Guardrail Punch and Auger (all types); Surface Heater and Planer; Hydraulic Backhoe, track type 3/8 cu. yds.; Loader, Front End and Overhead, 2½ cu. yds. and under 4 cu. yds.; Hammer Operator; Pipe Cleaning, Doping, Bending and Wrapping Machines; Bolt-threading Machine; Drill Doctor (Bit Grinder); H.D. Mechanic and Welder; Machine Tool Operator; Stationary Drag Scraper; Tractor, rubber-tired over 50 H.P. flywheel; Tractor with boom attachment; Trench Machine, maximum digging capacity over 3 ft. depth; Asphalt Plant Operator

Group 10: Bulldozer, twin engine (TC 12 and similar); Cable Plow (any type); Compactor, multi-engine; Jack Operator, Elevating Barges; Barge Operator, self-unloading; Combination H.D. Mechanic - Welder, with dispatcher and/or when required to do both; Rubber-tired Dozers and Pushers (Michigan, Cat, Hough type); Driller - Percussion, Diamond, Core, Cable, Rotary and similar type

Group 11: Mixer Mobile; Concrete Breaker; Crane Operator, 25 tons and under; Combination Guardrail Machines, i.e., Punch, Auger, etc.; Shovel; Dragline; Clamshell, Hoe, etc., under 1 cu. yd.; Grade-alls, under 1 cu. yd.; Mucking Machine (tunnel)

POWER EQUIPMENT OPERATORS (Cont'd)

Group 12: Blade Operator; Batch Plant and/or Wet Mix, 3 units or more; Reinforced Tank Banding Machine (K-17 or similar); Hoist, two or more drums; Elevating Loader, Athey and similar; Piledriver (not crane type); Rubber-tired Scraper, single and twin engine; Single Scraper, with Push-pull attachments, self-loader; Paddle Wheel, auger type; Blade mounted Spreaders, Ulrich and similar types; Shield Operator

Group 13: Blade Operator, finish; Blade, externally controlled by electronic, mechanical hydraulic means; Blade, multi-engine; Concrete Paving Road Mixer; Derrick, under 100 tons; Hoist, Stiff Leg, Guy Derrick or similar, 50 tons and over; Cableway Operator 25 ton and over; Crane, over 25 ton and including 40 tons; Pile-driver Operator; Floating Clamshell, etc., under 3 cu .yds.; Floating Crane (Derrick Barge), less than 30 ton; Elevating Grader, operated by Tractor Operator, Sierra, Euclid, or similar; Back Filling Machine; Shovel, etc. 1 cu. yd. and less than 3 cu. yds.; Grade-all, 1 cu. yd. and over; Bridge Crane Operator, Locomotive Crane, Gantry and Overhead

Group 14: Tower Crane Operator; Rubber-tired Scraper, with Tandem Scrapers, self-loading, Paddle Wheel, auger type, finish and/or 2 or more units

Group 15: Rock Hound Operator; Loader, 4 cu. yds., but less than 6 cu. yds.

Group 16: Autograder or "Trimmer"; Tandem Bulldozer, Quad-nine and similar; Automatic Concrete Slip Form Paver; Concrete Canal Line; Cableway, 25 ton and over; Crane, over 40 ton and including 100 ton; Whirley, 80 ton and under; Floating Clamshell, etc., 3 cu. yds. and over; Floating Crane (Derrick Barge) 30 ton but less than 80 ton; Loader, 6 cu. yds., but less than 12 cu. yds.; Rubber-tired Scraper, with Tandem Scrapers, multi-engine; Shovel, etc., 3 cu. yds. but less than 5 cu. yds.; Wheel Excavator, under 750 cu. yds. per hour

Group 17: Crane over 100 ton and including 200 ton; Whirley, over 80 ton and including 150 ton; Floating Crane (Derrick Barge), 80 ton, but less than 150 ton; Loader, 12 cu. yds. and over; Shovel, etc., 5 cu. yds. and over; Canal Trimmer

Group 18: Crane, over 200 ton; Whirley. 150 ton and over; Floating Crane, 150 ton but less than 250 ton; Wheel Excavator, over 750 cu. yds. per hour; Band Wagons, in conjunction with Wheel Excavator

Group 19: Helicopter, when used in erecting work; Floating Crane, 250 ton and over; Remote controlled earth moving equipment; Under-water equipment, remote or otherwise

TRUCK DRIVERS

Group 1: Battery Rebuilders; Bus or Manhaul Driver; Concrete Buggies (power operated); Dump Trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations thereof: 6 cu. yds. and under; Lift Jitneys, Fork Lifts (all sizes in loading, unloading and transporting material on job site); Loader and/or Leverman on Concrete Dry Batch Plant (manually operated); Pilot Car; Solo Flat Bed and misc. Body Trucks, 0-10 tons; Truck Tender; Truck Mechanic Tender; Water Wagons (rated capacity) - up to 1,600 gallons

Group 2: "A" Frame or Hydra-lift Truck with load bearing surface; Lubrication Man, Fuel Truck Driver, Tireman, Wash Rack, Steam Cleaner or combinations; Team Drivers

Group 3: Dump Trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations thereof: over 6 cu. yds. and including 10 cu. yds.; Slurry Truck Driver or Leverman; Transit Mix, and Wet or Dry Mix Trucks: 5 cu. yds. and under; Tireman Water Wagons (rated capacity) - 1,600 to 3,000 gallons

Group 4: Flaherty Spreader Driver or Leverman; Lowbed Equipment, Flat Bed Semi-trailer, Truck and Trailers or doubles transporting equipment or wet or dry materials; Lumber Carrier Driver - Stadddle Carrier (used in loading, unloading and transporting of materials on job site); Oil Distributor Driver or Leverman; Water Wagons (rated capacity) - 3,000 to 5,000 gallons

Group 5: Dumpsters or similar equipment, all sizes; Transit Mix and Wet or Dry Trucks, over 5 cu. yds. and including 7 cu. yds.

Group 6: Dump Trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations thereof: over 10 cu. yds. and including 20 cu. yds.; Transit Mix and Wet or Dry Mix Truck, over 7 cu. yds. and including 9 cu. yds.; Truck Mechanic - Welder - Body Repairman; Water Wagons (rated capacity) -5,000 to 7,000 gallons

Group 7: Dump Trucks, side, end and bottom dumps, including Semi Trucks and Trains of combinations thereof: over 20 cu. yds. and including 30 cu. yds.; Transit Mix and Wet or Dry Mix Trucks, over 9 cu. yds. and including 11 cu. yds.; Water Wagons (rated capacity) over 7,000 gallons to 10,000 gallons

TRUCK DRIVERS (Cont'd)

Group 8: Dump Trucks, side, end and bottom cumps, including Semi Trucks and Trains or combinations thereof: over 30 cu. yds. and including 40 cu. yds.; Transit Mix and Wet or Dry Mix Trucks, over 11 cu. yds. and including 15 cu. yds.; Water Wagon (rated capacity) over 10,000 gallons to 15,000 gallons

Group 9: Dump Trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations thereof: Over 40 cu. yds. and including 50 cu. yds.; Transit Mix and Wet or Dry Mix Trucks, over 13 cu. yds. and including 15 cu. yds.

Group 10: Dump Trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations thereof: over 50 cu. yds. and including 60 cu. yds.

Group 11: Dump Trucks, side, end and bottom dumps, including Semi Trucks and Trians or combinations thereof: over 60 cu. yds. and including 70 cu. yds.

Group 12: Dump Trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations thereof: over 70 cu. yds. and including 80 cu. yds.

Group 13: Dump Trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations thereof: over 80 cu. yds. and including 90 cu. yds.

Group 14: Dump Trucks, side, end and bottom dumps, including Semi Trucks and Trains or combinations thereof: over 90 cu. yds. and including 100 cu. yds.

Drivers and Tenders (handling Sacked cement - add $0.15 per hour)

Winch Truck - takes classification of Truck on which Winch is mounted.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses 29 CFR, 5.5 (a)(1)(ii))

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SUPPLEMENTAL REQUIRED CONTRACT PROVISIONS

FEDERAL AID CONTRACTS

TEMPORARY PROJECT WATER POLLUTION CONTROL (SOIL EROSION)

SPECIAL PROVISIONS

DESCRIPTION:

This work shall consist of temporary control measures as shown on the plans or ordered by the Engineer during the life of the contract to control water pollution, through use of berms, dikes, dams, sediment basins, fiber mats, netting, gravel, mulches, grasses, slope drains, and other erosion control devices or methods.

The temporary pollution control provisions contained herein shall be coordinated with the permanent erosion control features specified elsewhere in the contract to the extent practical to assure economical, effective and continuous erosion control throughout the construction and postconstruction period.

MATERIALS:

a. Mulches may be hay, straw, fiber mats, netting, wood cellulose, corn or tobacco stalks, bark, corn cobs, wood chips, or other suitable material acceptable to the Engineer and shall be reasonably clean and free of noxious weeds and deleterious materials.

b. Slope drains may be constructed of pipe, fiber mats, rubble, portland cement concrete, bituminous concrete, plastic sheets, or other material acceptable to the Engineer that will adequately control erosion.

c. Grass shall be a quick growing species (such as rye grass, Italian rye grass, or cereal grasses) suitable to the area providing a temporary cover which will not later compete with the grasses sown later for permanent cover.

d. Fertilizer and soil conditioners shall be a standard commercial grade acceptable to the Engineer.

e. Others as specified by the Engineer.

PRECONSTRUCTION CONFERENCE:

At the preconstruction conference or prior to the start of the applicable construction, the contractor shall submit for acceptance his schedules for accomplishment of temporary and permanent erosion control work, as are applicable for clearing and grubbing, grading, bridges and other structures at watercourses, construction, and paving. He shall also submit for acceptance his proposed method of erosion control on haul roads and borrow pits and his plan for disposal of waste materials. No work shall be started until the erosion control schedules and methods of operations have been accepted by the Engineer.

CONSTRUCTION REQUIREMENTS:

The Engineer has the authority to limit the surface area of erodible earth material exposed by clearing and grubbing, the surface area of erodible earth material exposed by excavation, borrow and fill operations and to direct the contractor to provide immediate permanent or temporary pollution control measures to prevent contamination of adjacent streams or other watercourses, lakes, ponds, or other areas of water impoundment. Such work may involve the construction of temporary berms, dikes, dams, sediment basins, slope drains, and use of temporary mulches, mats, seeding or other control devices or methods as necessary to control erosion. Cut slopes shall be seeded and mulched as the excavation proceeds to the extent considered desirable and practicable.

The contractor will be required to incorporate all permanent erosion control features into the project at the earliest practicable time as outlined in his accepted schedule. Temporary pollution control measures will be used to correct conditions that develop during construction that were not foreseen during the design stage, that are needed prior to installation of permanent pollution control features, or that are needed temporarily to control erosion that develops during normal construction practices, but are not associated with permanent control features on the project.

Where erosion is likely to be a problem, clearing and grubbing operations should be so scheduled and performed that grading operations and permanent erosion control features can follow immediately thereafter if the project conditions permit; otherwise temporary erosion control measures may be required between successive construction stages. Under no conditions shall the surface area of erodible earth material exposed at one time by clearing and grubbing, exceed 750,000 square feet without approval by the Engineer.

The Engineer will limit the area of excavation, borrow and embankment operations in progress commensurate with the contractor's capability and progress in keeping the finish grading, mulching, seeding, and other such permanent pollution control measures current in accordance with the accepted schedule. Should seasonal limitations make such coordination unrealistic, temporary erosion control meaures shall be taken immediately to the extent feasible and justified.

Under no conditions shall the amount of surface area of erodible earth material exposed at one time by excavation, borrow or fill within the right-of-way exceed 750,000 square feet without prior approval by the Engineer.

The Engineer may increase or decrease the amount of surface area of erodible earth material to be exposed at one time by clearing and grubbing, excavation, borrow and fill operations as determined by his analysis of project conditions.

In the event of conflict between these requirements and pollution control laws, rules, or regulations of other Federal or State or local agencies, the more restrictive laws, rules, or regulations shall apply.

METHOD OF MEASUREMENT AND PAYMENT:

In the event that temporary erosion and pollution control measures are required due to the contractor's negligence, carelessness, or failure to install permanent controls as a part of the work as scheduled, and are ordered by the Engineer, such work shall be performed by the contractor at his own expense. Temporary erosion and pollution control work required which is not attributed to the contractor's negligence, carelessness or failure to install permanent controls, will be performed as ordered by the Engineer.

Where the work to be performed is not attributed to the contractor's negligence, carelessness or failure to install permanent controls and falls within the specifications for a work item that has a contract price, the units of work shall be paid for at the proper contract price. Should the work not be comparable to the project work under the applicable contract items, the contractor shall be ordered to perform the work on a force account basis, or by agreed unit prices.

In case of repeated failures on the part of the contractor to control erosion, pollution, and/or siltation, the Engineer reserves the right to employ outside assistance or to use his own forces to provide the necessary corrective measures. Such incurred direct costs plus project engineering costs will be charged to the contractor and appropriate deductions made from the contractor's monthly progress estimate.

Temporary pollution control may include construction work outside the right of way where such work is necessary as a result of roadway construction such as borrow pit operations, haul roads and equipment storage sites.

The erosion control features installed by the contractor shall be acceptably maintained by the contractor.

(c)

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SPECIAL PROVISIONS

TERMINATION OF CONTRACT DUE TO CIRCUMSTANCES BEYOND THE CONTROL OF THE CONTRACTOR

The State may, by written order or upon written request from the contractor, with approval of the Federal Highway Administration where applicable, terminate the contract or a portion thereof if the contractor is prevented from completing construction of the project for reasons beyond control of the State, or in the opinion of the engineer, beyond control of the contractor. These reasons may include, but are not necessarily limited to nonavailability of materials, Acts of God (as defined in Section 101.02 of the Standard Specifications), executive orders of the President related to national defense, Congressional or State acts related to highway funding.

When the contract, or any portion thereof, is terminated before completion of all items of work in the contract, payment will be made for the actual number of units or items of work completed at the contract unit price, or as mutually agreed for items of work partially completed. No claim for loss of anticipated profits will be allowed.

Reimbursement for mobilization expenses (when not included in the contract as a separate pay item), including moving equipment to and from the job, will be considered where the volume of work completed is too small to compensate the contractor for these expenses under the contract prices; the intent being that an equitable settlement will be made with the contractor.

When the item "Mobilization" appears in the contract as a separate pay item, the amount to be paid the contractor under said item will be the reasonable value of actual mobilization costs incurred as said costs are documented by the contractor to the satisfaction of the engineer.

By mutual agreement of the parties, acceptable materials, obtained by the contractor for the work, that have been inspected, tested and accepted by the engineer and that are not incorporated in the work may be purchased from the contractor at actual cost as shown by receipted bills and actual cost records at such points of delivery as may be designated by the engineer.

Termination of the contract or a portion thereof shall not relieve the contractor of his responsibilities for the completed work, nor shall it relieve his surety of its obligation for and concerning any just claims arising out of the work performed.

January, 1980

OREGON STATE HIGHWAY DIVISION

SPECIAL PROVISIONS

SECTION BLUE MOUNTAIN SUMMIT - ELGIN SECTION

HIGHWAY WESTON- ELGIN

COUNTY UNION

7735

Stephen H Macnab

13 1973

STEPHEN MACNAB

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SPECIAL PROVISIONS

Blue Mountain Summit-Elgin Section
Grading and Paving

WORK TO BE DONE

The work to be done under this contract consists of the following work on the Blue Mountain Summit-Elgin Section of the Weston-Elgin Highway in Union County beginning approximately 15.8 miles northwest of Elgin:

1. Construction of roadbed widening, slide correction, cement treated base (treated in place), aggregate base and emulsified asphalt concrete pavement.

2. Installation of drainage, guard rail and delineators.

3. Performance of such additional and incidental work as is called for by the specifications and plans.

APPLICABLE STANDARD SPECIFICATIONS

The Standard Specifications which are applicable to the work on this project are the 1984 edition of the "Standard Specifications for Highway Construction".

All number reference in these special provisions shall be understood to refer to the Section or subsection of the Standard Specifications bearing like numbers.

CLASS OF PROJECT

This is a Federal-Aid Project.

SECTION 102 - BIDDING REQUIREMENTS AND CONDITIONS

102.07 Preparation of Proposal - Add the following to the end of the third paragraph of this subsection:

The bidder(s) shall provide Federal Tax Identification Number(s) in the appropriate space(s) on the signature page of the proposal form. An individual shall use the person's Social Security Number.

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102.19 Plans - The plans which are applicable to the work to be performed under this contract bear title and date as follows:

"Grading and Paving
Blue Mountain Summit - Elgin Section
Weston - Elgin Highway
Union County
May, 1984"

SECTION 104 - SCOPE OF WORK

104.05 Maintenance of Traffic Through the Work - Maintenance of traffic through the work shall be performed in conformance with the Standard Specifications supplemented and/or modified as follows:

The Contractor will be required to maintain one lane of traffic in each direction through the project at all times except when necessary one lane may be closed to traffic in the immediate work area but only during those hours when work is actually being performed.

The Contractor's proposed method and time of lane closure in each instance shall be submitted to the Engineer for approval and must have the engineer's approval prior to any closures. The proposal shall be submitted to the Engineer in ample time to permit the Engineer to notify the traveling public, through the news media, of such closures.

No lane closure will be permitted until the area is adequately signed in accordance with details shown on the plans and/or Section 111 of these Special Provisions.

Work shall be scheduled so there will be no traffic lanes closed to traffic between 3:00 p.m. on Fridays and 12:00 midnight on Sundays, or on legal holidays. Roadways shall be free of barricades or other objects and all lanes opened to traffic during these periods.

SECTION 106 - CONTROL OF MATERIALS

106.03 Furnishing Material from Outside Sources - Prospective sources of materials which may warrant investigation and consideration for use by the Contractor on this project are as follows:

1. A State-controlled source known locally as the Andies Prairie Quarry located approximately 15 miles northwest of Elgin east of the Weston-Elgin Highway at M.P. 26.4, Sec. 23, T.3N., R. 38E., W.M.

2. A State-controlled source known locally as the Summit Road Quarry located approximately 2.8 miles west of the Weston-Elgin Highway at M.P. 27.5, Sec. 32, T.3N., R.38E., W.M.

The above-mentioned sources are on Mineral/Use Permits from the U.S. Forest Service.

If the Contractor elects to use the above-listed State-controlled sources the following shall apply:

1. The Andies Prairie Quarry materials shall only be used for aggregate base and cement treated base aggregates on this project.

2. The Summit Road Quarry materials shall only be used for the emulsified asphalt pavement aggregates on this project.

3. The Contractor shall pay to the State an amount equal to $0.0925 per ton/mile for each ton of material removed and/or hauled from the Summit Road Quarry Site. Payment to the State will be by deductions from partial payment to the Contractor as the material is used. The mileage to be based on the distance from the source to the Weston-Elgin Highway at M.P. 27.5 ±.

4. The logs that are five inches or more in diameter shall remain the property of the U.S.F.S. and shall be bucked and decked as specified on Sheet 2B of the plans.

5. The Contractor shall abide by all additional requirements and conditions set forth on the plans and in the Mineral Use Permit. A copy of the Mineral Use Permit will be available for inspection in the office of the Project Manager.

6. Development of the quarries shall be in accordance to the plans and the Mineral Use Permit.

No separate payment will be made for operating in and development of the sources including haul road construction and/or maintenance as specified on this project as payment therefore is incidental to and will be included in the payment for the listed pay items.

If the Contractor elects not to use the above-listed sources of materials and elects to furnish his own source of materials the provisions of subsection 106.05 shall apply.

106.13 Field Laboratory - The State will furnish a field laboratory for use by its employees on this project. The Contractor shall provide other facilities for their own use.

The Contractor shall provide at his plant setup an area selected by the Engineer for the location of the State's field laboratory. The Contractor shall also provide to the State's field laboratory an electrical system which supplies 40 amps continuously, 24 hours per day during crushing and aggregate mixing operations and for 24 hours following termination or interruption of operations and also an adequate supply of clean running water.

No separate or additional payment will be made for providing the site, electricity and water for the State's field laboratory as payment therefor will be considered incidental to the furnishing of crushed aggregates.

106.17 Buy America - Title 23, Code of Federal Regulations, Section 635.410, and the Surface Transportation Assistance Act of 1982 requires that all manufacturing processes for steel materials permanently incorporated into this project occur in the United States of America.

To further define the coverage, a domestic product is a manufactured steel construction material that was produced in one of the 50 States, the District of Columbia, Puerto Rico, or in the territories and possessions of the United States. Raw materials used in the steel product may be imported. All manufacturing processes to produce steel products must occur dometically. Raw materials are materials such as iron ore, waste products, etc., which are used in the manufacturing processes to produce the steel products. Waste products would include scrap; i.e., steel no longer useful in its present form from old automobiles, machinery, pipe, railroad tracks and the like. Also steel trimmings from mills or product manufacturing are considered waste. Extracting, crushing, and handling the raw materials which is customary to prepare them for transporting are exempt from Buy America.

The above requirement does not exclude the use of a minor amount of foreign steel materials provided the cost of such materials permanently incorporated into the project does not exceed one-tenth of one percent (0.1 percent) of the contract amount or $2,500, whichever is greater.

For purposes of this specification, the cost is that shown to be the value of foreign steel products delivered to the project but excluding any domestic fabrication, processing or handling costs.

Under no circumstance shall the Contractor incorporate foreign steel materials into the project without the prior approval of the Project Manager. The cost of foreign steel materials incorporated into the project without prior approval of the Project Manager shall be borne by the Contractor.

SECTION 107 - LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

107.01 Laws to be Observed - Vehicles used to provide transportation services in furtherance of this project shall be operated in compliance with the operating authority, lease, safety and other applicable motor carrier laws administered by the Public Utility Commissioner. Any questions regarding PUC motor carrier law should be directed to the Motor Investigations Division of the PUC office in Salem.

107.08 Water and Air Pollution Control - Temporary soil erosion control measures shall be undertaken and performed in conformance with the Standard Specifications, supplemented and modified by the special provisions bound herewith entitled "Supplemental Required Contract Provisions - Federal Aid Contracts - Temporary Project Water Pollution Control (Soil Erosion)".

107.16 Federal-Aid Participation - This project is to be conducted in accordance with the regulations applying to Federal-Aid Highway Projects.

The Federal Regulations set forth in Section V, paragraph 4 of Form PR-1273 (pink sheets enclosed herewith) are hereby deleted. Form PR-47 as called for in Section VI of Form PR-1273 will not be required on projects which have a total final construction cost of less than $500,000.

107.25 Contractor's Responsibility for Work - Delete the second sentence of the first paragraph of this subsection and substitute the following:

The Contractor shall rebuild, repair, restore and make good all losses, injuries and damages to any portion of the work occasioned by any of the above causes before final acceptance and shall bear the expense thereof; except loss, injury or damage to the work due to acts of God, acts of the public enemy or of governmental authorities.

SECTION 108 - PROSECUTION AND PROGRESS

108.01 Assignment, Subletting, Specialty Items and Direct Performance of Contract - The specialty items applicable on this contract are as follows:

1. Those items listed under Section 606 (Guard Rail)
2. "Geotextile Fabric in Drains."
3. Those items listed under Section 623 (Traffic Delineators).

108.04 Preconstruction Conference, Schedule and Limitation of Operations - The Contractor shall consider the following in preparing his work schedule:

All of the emulsified asphalt base course shall be completed before any of the emulsified asphalt wearing course is begun unless written permission of the Engineer is obtained. All of the emulsified asphalt base course which is not covered by the emulsified asphalt wearing course by August 31, 1984 shall be covered by a chip seal conforming to the requirements of Section 404 of these special provisions.

Conformance with the below contract times may require work during adverse weather conditions, double-shifting and/or overtime work.

108.08 Contract Time for Completion of Work - Modifying subsections 108.08 and 108.10, there will be three "Contract Times" and three daily amounts of liquidated damages as set forth in the lettered paragraphs which follow:

(a) The base course of the emulsified asphalt pavement shall be completed not later than August 31, 1984.

(b) The chip seal work on the emulsified asphalt pavement shall be completed not later than September 30, 1984 for all of the emulsified asphalt base course and wearing course which is completed by August 31, 1984.

(c) All the work to be done under the contract shall be completed not later than July 31, 1985.

(d) Under (a) above, the daily amount of liquidated damages will be $450. Under (b) above, the daily amount of liquidated damages will be $450. Under (c) above, the daily amount of liquidated damages will be $450. If liquidated damages should become payable concurrently under any combination of (a), (b) and (c) above, the daily amount of liquidated damages will be $450.

108.08(b) Exclusions from elapse of contract time - At the end of paragraph (b-1) in this subsection add the following as a third reason for exclusion from elapse of contract time:

(3) Acts of God.

SECTION 109 - MEASUREMENT AND PAYMENT

109.16 Payment for Changes in Material Costs - A liquid asphalt price escalation clause will be in effect during the life of this contract on the following items:

Asphalt in Chip Seal
Emulsified Asphalt in Mixture
Emulsified Asphalt in Chip Seal
Asphalt in Tack Coat

Bidders should not include in their bid prices any contingency to cover increases or decreases in the Contractor's liquid asphalt costs.

The "Base Asphalt Material Price" established for this project is the "Monthly Asphalt Material Price" established for April, 1984 and is $158.00 per ton.

SECTION 110 - MOBILIZATION

Mobilization for the work under the contract shall be paid for in conformance with Section 110 of the Standard Specifications.

SECTION 111 - TEMPORARY PROTECTIVE AND DIRECTIONAL MEASURES FOR TRAFFIC

Temporary protective and directional measures shall be performed in conformance with Section 111 of the Standard Specifications supplemented and/or modified as follows:

111.02 General Requirements - Work which would restrict or interrupt traffic movement shall not be performed on opposite sides of the traveled way at the same time unless otherwise shown on the plans or prior written approval has been obtained from the Engineer.

The Contractor shall install at each end of the project, facing incoming traffic, a 60"x48" Type "O", "INTERMITTENT ROAD CONSTRUCTION NEXT 17 MILES" sign approximately 1500 feet in advance of the project. The signs shall have four lines of 6"-C legend and each sign shall have an amber flasher. The Contractor shall install at each end, facing outgoing traffic, a "END CONSTRUCTION" sign (G20-2-24) approximately 500 feet beyond the project.

On through roads that intersect active work areas the Contractor shall install a "ROAD CONSTRUCTION AHEAD" sign (W20-1-36) with amber flasher, facing incoming traffic and approximately 500 feet before the intersection with the Weston-Elgin Highway. also the Contractor shall install a "END CONSTRUCTION" sign (G20-2-24) approximately 400 feet beyond the intersection facing outgoing traffic. Similar sign installations may be used on other roadways intersecting an active work area at the option of the Engineer.

The Contractor shall use the "2-LANE, 2-WAY ROADWAY SHOULDER/ONE LANE CLOSURE" configuration shown on Drwg. No. 2201 modified with a "CONSTRUCTION SPEED 30" sign (OW23-1-60) and a "ONE LANE ROAD AHEAD" sign (W20-4-36) inserted between the "ROAD CONSTRUCTION AHEAD" sign and the "BE PREPARED TO STOP" sign maintaining the 300-foot spacing between signs. A "CONSTRUCTION SPEED 30" sign (OW23-1-60) shall also be placed at approximately 1/2 mile intervals, facing each direction of traffic, throughout the work area. The "ONE LANE ROAD AHEAD" sign is not to be used if two-way traffic is maintained in the work area. All signs installed in conjunction with work area shall move with work area.

The Slide Correction Detour (M.P. 25.17 ± to M.P. 25.25 ±) shall use the "RURAL AREA-BRIDGE CONSTRUCTION (DETOUR)" configuration shown on Drwg. No. 2203 modified with a "ROAD CONSTRUCTION AHEAD" (W20-1-36) sign in place of the "BRIDGE CONSTRUCTION AHEAD" sign. The speed shall be 30 MPH for the detour.

If the Andies Prairie Quarry is used the Contractor shall install a 48"x48" Type "O" "TRUCKS ENTERING HIGHWAY 1000 FT" sign with 4 lines of 7"-C legend and a "TRUCKS" (OW15-4-30) sign facing each direction of incoming traffic on each side of the access road. The signs shall be spaced approximately 750 feet apart with the "TRUCKS" sign nearer to and approximately 250 feet in advance of the access road (at M.P. 26:4 ±).

If the Summit Road Quarry is used the Contractor shall install a "TRUCKS" (OW15-4-30) sign facing each direction of traffic on Summit Road and approximately 500 ft. in advance of the quarry access road. The Contractor shall also install the sign sequence described for the Andies Prairie Quarry access along the Weston-Elgin Highway at the Summit Road intersection (approximately M.P. 27.5 ±).

These signs are to be covered or removed when the trucking operation is not active.

If a pilot car is used a "PILOT CAR - FOLLOW ME" (G20-4-36) sign shall be mounted in a conspicuous position on the rear of the pilot car.

111.11(k) Cones - The use of conical shaped traffic cones will not be permitted. After July 1, 1985, the reflective bands on cones shall be white. Until that date, intermixing of yellow and white reflective bands will be permitted.

The reflective bands shall have minimum Specific Intensity Permit Area (SIA) expressed as candelas per foot candle per square foot as follows rather than the values set forth in subsection 761.19(c):

Entrance Angle	Observation Angle	Yellow SIA Value	White SIA Value
-4	0.2	170	250
+30	0.2	64	95
-4	0.5	62	95
+30	0.5	40	60
-4	2.0	3	4
+30	2.0	1.8	3

The reflective intensity under wet performance conditions shall be not less than 90% of those shown above when measured at a -4° entrance angle and 0.2 observation angle in accordance with Federal Specification L-S-300C Standard Rainfall Test requirements.

111.11(m) Amber flashers - Power service for all amber flashers on this project shall have a minimum 12-volt rechargeable source.

111.85, 111.86 and 111.91 Measurement and Payment for Flaggers and Pilot Cars - The pay quantities to be paid for at the contract unit price for the items "Flaggers" and "Pilot Car" shall not exceed the quantities set forth in the "Schedule of Contract Prices" (Bid Schedule) in the contract. Quantities for these items in excess of those shown in the bid schedule will be paid for as Extra Work as set forth in subsection 109.07 of the Standard Specifications.

When computing the amount to be paid for the items "Flaggers" and "Pilot Car" as Extra Work, the wages used in the computation shall not exceed the average wages paid for flaggers and pilot car operators for the quantities set forth in the bid schedule.

111.92 Payment - Payment will be made for not more than three sets of work area signs. Any additional sets of work area signs will be at the Contractor's expense.

ROADWORK

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SECTION 201 - CLEARING AND GRUBBING

The clearing and grubbing shall be performed in conformance with Section 201 of the Standard Specifications.

SECTION 202 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS

The removal of structures and obstructions shall be performed in conformance with Section 202 of the Standard Specifications supplemented and/or modified as follows:

Restrictions on Removal Work - In those areas where existing guard rail is to be removed and replaced with new or salvaged rail, the new or salvaged rail shall be installed the same working shift the existing rail is removed, or the area shall be protected with temporary rail or precast concrete barrier units until such time as the new or salvaged rail is installed.

No separate or additional payment will be made for the temporary protection in the guard rail areas.

SECTION 203 - EXCAVATION AND EMBANKMENT FOR ROADWAYS

Excavation and embankment shall be performed in conformance with Section 203 of the Standard Specifications supplemented and/or modified as follows:

203.03 Embankment Measure Basis of Performance - All earthwork under this Section except "Ditch Excavation" and "Embankment Foundation Excavation" shall be performed on the embankment measure basis. All embankment material other than that obtained from required excavations shall be borrow from sources of the Contractor's own choosing with the materials and the taking thereof to be as set forth under the provisions of subsection 203.12.

203.11 Selection and Use of Excavated Materials - It is estimated that approximately 1,000 cubic yards of the embankment foundation excavation material to be removed conforms to the requirements for stone embankment material. The Contractor will be allowed to salvage and use such material as stone embankment

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material. The Engineer will be the judge of the suitability of the salvaged stone embankment materials the Contractor proposes to reuse.

203.13 Stone Embankment Material - The stone embankment material not in the upper one foot of embankment or within one foot of culverts or other structures shall have a maximum size of three feet and a minimum size of six inches.

203.83 and 203.91 Measurement and Payment - The stone embankment material accepted whether new materials or salvaged materials from embankment foundation excavation will be measured and paid for at the contract unit price per cubic yard for the listed item "Stone Embankment".

SECTION 206 - TRENCH EXCAVATION FOR CONDUITS AND MINOR STRUCTURES

Trench excavation shall be performed in conformance with Section 206 of the Standard Specifications.

SECTION 222 - FINISHING ROADBED AND SLOPES

Finishing roadbed and slopes shall be performed in conformance with Section 222 of the Standard Specifications.

SECTION 233 - WATERING

Watering shall be performed in conformance with Section 233 of the Standard Specifications.

SECTION 304 - AGGREGATE SHOULDERS, SUBBASE AND BASE

Aggregate base shall be constructed in conformance with Section 304 of the Standard Specifications supplemented and/or modified as follows:

304.12 Base and Shoulders - The aggregate to be used in the aggregate base shall be either 1" - 0 or 3/4" - 0 as the Contractor may elect.

304.34 Compacting - The specified percent of relative maximum density as called for in this subsection of the Standard Specifications will not be required. The surface of each layer of aggregate base material shall be compacted by rollers having a minimum weight of 10 tons and conforming, in general, to subsection 403.36 or by other methods approved by the Engineer. The compactive effort shall continue until there is no appreciable reaction or yielding under the compactor.

SECTION 310 - CEMENT TREATED BASE (TREATED IN PLACE)

Cement treated base (treated in place) shall be constructed in conformance with Section 310 of the Standard Specifications supplemented and/or modified as follows:

310.35 Compaction and Finishing - Delete the first sentence of subsection 310.35 in the Standard Specifications and substitute the following:

Immediately after the mixing has been completed, the mixture shall be spread to specified line, grade and cross section and the entire depth of the mixture shall be compacted by rollers having a minimum weight of 10 tons. Rolling shall continue until there is no appreciable reaction or yielding under the roller.

SECTION 403 - ASPHALT CONCRETE PAVEMENT

Asphalt concrete pavement for the detour shall be constructed in conformance with Section 403 of the Standard Specifications supplemented and/or modified as follows:

403.11 Classes of Asphalt Concrete and Proportions of Materials - Delete subsection 403.11 of the Standard Specifications and substitute the following:

403.11 Classes of Asphalt Concrete and Proportions of Materials - The asphalt concrete mixture on this project shall be a well-graded, uniform, durable commercial mix using all new materials or recycled materials. The components shall be within the limits set forth in the following table:

Sieve Size Passing	Class "B"	Class "C"
	Percentages of Total Aggregate (by weight)	
1"	100	-
3/4"	95-100	100
1/2"	81-93	95-100
1/4"	52-72	60-80
No. 10	21-41	26-46
No. 40	8-24	9-25
No. 200	2-7	3-8
Asphalt Cement	*	*

*The asphalt cement content (percent of total mix, by weight) shall conform to the current approved new materials or recycled materials "job mix formula" on file with the Highway Division for the source to be used, within a tolerance of plus or minus 0.5 percent.

The mixture will be accepted by such testing as the Engineer deems necessary to assure that the mixture is suitable for the purpose intended.

403.31 Weather Limiations - Asphalt concrete mixtures shall be placed on dry prepared surfaces when the air temperature in the shade is not less than 40°F.

403.32 Rate of Progress and Scheduling - Delete this subsection of the Standard Specifications.

403.35 Asphalt Concrete Pavers - The automatic paver control system as described herein will not be required.

403.45 Compaction - The specified percent of relative maximum density as called for in this subsection of the Standard Specifications will not be required. Compacting shall be performed with a steel-wheeled roller having a minimum weight of 10 tons and conforming, in general, with subsection 403.36 and shall continue until roller wheel marks are no longer discernible.

SECTION 404 - EMULSIFIED ASPHALT CONCRETE PAVEMENT

Emulsified asphalt concrete pavement shall be constructed in conformance with Section 404 of the Standard Specifications supplemented and/or modified as follows:

404.11 Asphalt - The asphalt used in the emulsified asphalt mix shall be CSS-1, CSS-1h, CMS-2, CMS-2h, CMS-2S, CRS-1 or CRS-2 as directed by the Engineer.

404.12 Aggregate for Emulsified Asphalt Mix - Delete the first paragraph "(a) General" of subsection 703.10 of the Standard Specifications and substitute the following:

(a) General - The rock or gravel material from which the aggregates are produced shall be scalped on a screen having openings not less than 1/2 inch in size. After the material has passed over the scalping screen, it shall contain not more than 5 percent by weight of material passing the 1/2-inch sieve. If quarry rock is furnished this requirement will apply to the material after it has passed through the primary crusher.

404.15 Aggregate for Choke Seal - The aggregate to be used in the choke seal shall be clean sand with 100 percent of the material passing the 1/4-inch sieve and not more than 5 percent passing the No. 200 sieve.

404.31 Weather and Seasonal Limitations - The placement of emulsified asphalt concrete mixture shall be permitted only between June 1 and August 31 on dry prepared surfaces when the air temperature in the shade is 60°F or above.

The placement of the chip seal shall be permitted only between June 1 and September 30, 1984 on dry prepared surfaces when the air temperature in the shade is 60°F or above.

If the paving and placement of chip seal is not completed by the above dates, the Contractor will not be allowed to resume paving or chip seal placement until June 1 of the following year.

404.42 Chip Seal - The emulsified asphalt in chip seal shall be CSS-1, CSS-1h, CMS-2, CMS-2h, CMS-2S, CRS-1 or CRS-2 as directed by the Engineer.

404.43 Provisions for Traffic - The speed of traffic over the freshly constructed seal coat shall be controlled by flaggers and pilot car, 24 hours a day, for a minimum of two days or as directed by the Engineer.

The chip seal shall be applied as directed by the Engineer within the following ranges:

	Gallon per Square Yard	Cubic Yards per Square Yard
Chip Seal	0.25 - 0.45	0.006 - 0.010

404.81 Measurement - The quantities of emulsified asphalt concrete mixture and seals shown in the Bid Schedule were computed on the basis of aggregates having a specific gravity of 2.80. When the Contractor notifies the Engineer what source is to be used in production of aggregates for emulsified asphalt concrete mixture and seals, the Engineer will recompute the quantities of the mixture and seals required based on the specific gravity of the aggregates to be used. The pay quantities of the emulsified asphalt concrete mixture and seals may be adjusted accordingly with no adjustment in contract unit prices.

The quantities of emulsified asphalt and aggregate in the chip seal to be paid for will be the number of tons of asphalt and aggregate actually incorporated in the chip seal placed on the emulsified asphalt wearing course as specified, measured as set forth in subsection 109.01. There will be no measurement of quantities of chip seal materials placed on the base course.

404.91 Payment - Payment for the emulsified asphalt and aggregate in the chip seal on the emulsified asphalt wearing course will be made at the contract unit prices per ton for the items "Emulsified Asphalt in Chip Seal" and "1/4"-No. 10 Aggregate in Chip Seal" as specified herein. There will be no payment for chip seal materials placed on the emulsified asphalt base course.

SECTION 407 - ASPHALT TACK COAT

The asphalt tack coat shall be constructed in conformance with Section 407 of the Standard Specifications supplemented and/or modified as follows:

407.11 Asphalt - The asphalt to be used in the tack coat shall be CSS-1, CSS-1h, CMS-2, CMS-2S, CMS-2h, CRS-1, or CRS-2 as determined by the Engineer.

SECTION 603 - CULVERTS, SIPHONS, SEWERS AND IRRIGATION PIPE

Culvert pipe shall be furnished and installed in conformance with the pipe data shown on the plans and Section 603 of the Standard Specifications.

SECTION 605 - UNDERDRAINS

Underdrains shall be constructed in conformance with the pipe data shown on the plans and Section 605 of the Standard Specifications.

SECTION 606 - GUARD RAIL AND BARRIERS

Guard rail shall be constructed in conformance with Section 606 of the Standard Specifications supplemented and/or modified as follows:

606.11 Materials:

Guard Rail Anchor Hardware - For the steel anchor option, steel tubing shall meet the requirements of ASTM A 500, Grade B or ASTM A 501 or ASTM A 618. The soil plate shall meet the requirements of ASTM A 36. Tubing and plate shall be galvanized after fabrication in accordance with the requirements of ASTM A 123.

Other materials shall meet the requirements of the appropriate subsections in Part 700, supplemented and/or modified as follows:

710.04(a) Grading - Grading of posts shall conform to the following:

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Douglas Fir shall conform with (1) paragraph 131-b of the current West Coast Lumber Inspection Bureau Grading Rules or (2) paragraph 80.11 of the current Western Wood Products Grading Rules.

Hem Fir shall conform with (1) paragraph 80.10 of the current Western Wood Products Grading Rules or (2) paragraph 131-a of the current West Coast Lumber Inspection Bureau Grading Rules, except that seasoning checks, single or opposite each other are limited to a sum total of 1/2 the thickness.

Pine shall conform with paragraph 80.11 of the current Western Wood Products Grading Rules.

710.09 Guard Rail Anchor Hardware - Delete the first, second and third paragraphs of this subsection and substitute the following:

Cable and fittings for Type I and Type I Modified anchors shall conform to the requirements of AASHTO M 30, Class C, for Type II cable. All fittings shall be galvanized in conformance with AASHTO M 111.

SECTION 610 - ASPHALT CONCRETE WALKS, CURBS AND MISCELLANEOUS STRUCTURES

Asphalt concrete approaches, guard rail flares and mailbox turnouts shall be constructed in conformance with Section 610 of the Standard Specifications.

SECTION 618 - GEOTEXTILE FABRICS

The furnishing and placing of geotextile fabric shall conform to Section 618 of the Standard Specifications supplemented and/or modified as follows:

Delete subsection 618.81 of the Standard Specifications and substitute the following:

618.81 Measurement - Geotextile fabric will be measured on a square yard basis computed to the nearest 0.1 square yard, for all material, including the overlap placed in accordance with the plans or as directed by the Engineer.

Delete subsection 618.91 of the Standard Specifications and substitute the following:

618.91 Payment - The accepted pay quantities for the geotextile fabric will be paid for at the contract price per unit of measurement for the following item:

Item Reference	Pay Item	Unit of Measurement
(a)	Geotextile Fabric in Drains	Square Yard

Item (a) above applies to fabric installed in underdrains.

Payment for all work specified to be done under this section will comprise full compensation for all labor, equipment, tools and incidentals necessary to complete the work as specified.

SECTION 623 - TRAFFIC DELINEATORS

Traffic delineators shall be furnished and installed in conformance with Section 623 of the Standard Specifications.

MAILBOX SUPPORTS

Scope - This work shall consist of removing, maintaining in temporary locations during construction and reinstalling in permanent locations, all mailboxes affected by construction work in accordance with these specifications and in conformity with the plans.

Materials:

(a) Concrete in collars shall be either a commercially mixed or field mixed concrete consisting of clean rock or gravel, sand, water and 470 pounds (5 sacks) of cement per cubic yard.

(b) Reinforcement in collars shall conform to the requirements of Section 505.

(c) The tube support frame shall conform to:

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(1) the requirements of ASTM A 500 Grade B and shall be galvanized in conformance to ASTM A 386, Class B-1 or;

(2) the tensile requirements of ASTM A 53 Grade B and shall be galvanized with a minimum 0.9 oz. per square foot coating as measured by ASTM A 90 on the exterior surface followed by a chromate conversion coating and a cross link polyurethane acrylic coating. A zinc base corrosive resistant interior coating shall also be applied or;

(3) the equivalent.

(d) The mounting bracket shall be of the design shown on the plans or an approved equal.

(e) The mounting brackets, angles, adapter plates, and hardware shall be galvanized in conformance to AASHTO M 232.

(f) Any damage to galvanized surfaces such as the cut end of the tube support frame, drill holes and elsewhere shall be repaired by painting with one coat of Formula 22-74 Zinc Dust-Zinc Oxide Primer as given in subsection 708.05 of the Standard Specifications

(g) The post mounting socket shall be the Flush V-Wing Socket manufactured by Foresight Industries of Cheyenne, Wyoming, or an approved equal.

(h) Mailboxes will be furnished by others.

Construction Details - Beginning at the start of construction all mailboxes affected by the work shall be protected and maintained at locations accessible to the delivery agent and as handy as possible to the person or persons being served. This may require removing and relocating the mailboxes more than once to maintain service throughout construction. When roadway construction is completed the mailboxes shall be reinstalled on new supports in their permanent locations in conformance to the details shown on Drawing No. 2136.

The mounting brackets furnished shall be of the proper size to fit each existing mailbox.

When multiple supports are furnished for fewer than five mailboxes the Contractor shall furnish and mount on the support additional size 1 mounting brackets for the empty spaces.

If the original (prior to construction) support for the mailbox is something that the property owner desires to retain it shall be placed by the Contractor on the owner's property adjacent to the work. Otherwise, the original mailbox support shall be disposed of by the Contractor.

Measurement - The quantities to be paid for will be the actual number of each kind of mailbox supports and the number of concrete collars regardless of size installed in permanent locations as specified.

Payment - The accepted quantities will be paid for at the contract unit price per each for the following pay items:

(a) Single Mailbox Supports
(b) Multiple Mailbox Supports
(c) Concrete Collars

Payment when made as above set forth will be complete compensation for all labor, materials, equipment, tools and incidentals involved in removing existing mailbox supports, providing temporary installations as necessary, installing new supports, with either 2'-0" or 2'-6" angle legs as required, in permanent locations and concrete collars where required and installing owner-furnished mailboxes as specified.

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Section II. Schedule of Contract Prices

(BID SCHEDULE)

Payment for work done under this contract will be made at the unit prices listed on the inserted sheet or sheets which follow. The quantities given are approximate only, and it is neither expressly nor by implication agreed that the actual amounts of work to be done and paid for will be in accord therewith.

BLUE MOUNTAIN SUMMIT-ELGIN

SHEET NO 1

NO. ITEM AND QUANTITY		UNIT	UNIT PRICE	AMOUNT
001 MOBILIZATION	1.000	LUMP SUM	276,000.0000	276,000.00
002 TEMPORARY PROTECTION AND DIR OF TRAFFIC	1.000	LUMP SUM	5,800.0000	5,800.00
003 TEMPORARY SIGNS	827.000	SQ FT	7.0000	5,789.00
004 TEMPORARY BARRICADES	11.000	EACH	40.0000	440.00
005 TEMPORARY CONT RAIL TRAF BARRIERS REFLEC	425.000	LIN FT	3.5000	1,487.50
006 TEMPORARY PLASTIC SAFETY MARKERS	90.000	EACH	12.0000	1,080.00
007 TEMPORARY DELINEATORS	10.000	EACH	7.0000	70.00
008 FLAGGERS	2,000.000	HOUR	11.0000	22,000.00
009 PILOT CAR	800.000	HOUR	20.0000	16,000.00
ROADWORK				
010 CLEARING AND GRUBBING	1.000	LUMP SUM	40,000.0000	40,000.00
011 REMOVAL OF STRUCTURES & OBSTRUCTIONS	1.000	LUMP SUM	5,000.0000	5,000.00
012 DITCH EXCAVATION	10.000	CU YD	25.0000	250.00
013 EMBANKMENT FOUNDATION EXCAVATION	9,500.000	CU YD	7.5000	71,250.00
014 EMBANKMENT IN PLACE	5,600.000	CU YD	1.1000	6,160.00
015 STONE EMBANKMENT	6,500.000	CU YD	4.5000	29,250.00
016 TRENCH EXCAVATION	72.000	CU YD	15.2000	1,094.40
017 FINISHING ROADBED AND SLOPES	16.600	MILE	68.0000	1,128.80
018 WATERING	500.000	M-GAL	12.0000	6,000.00
019 AGGREGATE BASE	6,000.000	TON	7.0000	42,000.00
020 CEMENT TREATED BASE	300,000.000	SQ YD	1.0000	300,000.00
021 CEMENT FOR TREATED BASE	9,750.000	TON	80.3000	782,925.00
022 AGGREGATE FOR TREATED BASE	87,000.000	TON	4.6000	400,200.00
023 ASPHALT IN CHIP SEAL	325.000	TON	182.0000	59,150.00
024 AGGREGATE IN CHIP SEAL	2,720.000	TON	9.0000	24,480.00

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BLUE MOUNTAIN SUMMIT-ELGIN SHEET NO 2

NO.	ITEM AND QUANTITY		UNIT	UNIT PRICE	AMOUNT
025	CLASS B OR CLASS C ASPHALT CONC	85.000	TON	50.0000	4,250.00
026	EMULSIFIED ASPHALT CONC MIXTURE	52,500.000	TON	7.7000	404,250.00
027	EMULSIFIED ASPHALT IN MIXTURE	3,150.000	TON	166.7000	525,105.00
028	AGGREGATE IN SAND CHOKE SEAL	2,570.000	TON	6.5000	16,705.00
029	1/4"-NO 10 AGGREGATE IN CHIP SEAL	3,200.000	TON	9.3000	29,760.00
030	EMULSIFIED ASPHALT IN CHIP SEAL	470.000	TON	162.0000	76,140.00
031	ASPHALT IN TACK COAT	45.000	TON	182.0000	8,190.00
032	18-INCH CULVERT PIPE	136.000	LIN FT	20.0000	2,720.00
033	30-INCH CULVERT PIPE	4.000	LIN FT	50.0000	200.00
034	8-INCH DRAIN PIPE	136.000	LIN FT	7.0000	952.00
035	GRAVEL IN DRAINS	15.000	CU YD	25.0000	375.00
036	GUARD RAIL TYPE 2A	9,925.000	LIN FT	8.9000	88,332.50
037	GUARD RAIL ANCHORS TYPE 1	34.000	EACH	270.0000	9,180.00
038	RAIL END PIECES TYPE C	34.000	LIN FT	85.0000	2,890.00
039	EXTRA FOR ASPHALT APPROACHES	93.000	EACH	125.0000	11,625.00
040	GEOTEXTILE FABRIC IN DRAINS	120.000	SQ YD	2.0000	240.00
041	DELINEATORS TYPE 1	540.000	EACH	19.5000	10,530.00
042	DELINEATORS TYPE 4	40.000	EACH	11.6000	464.00
043	SINGLE MAILBOX SUPPORTS	1.000	EACH	90.0000	90.00
044	MULTIPLE MAILBOX SUPPORTS	3.000	EACH	250.0000	750.00
045	CONCRETE COLLARS	3.000	EACH	40.0000	120.00
			TOTAL AMOUNT OF CONTRACT		3,290,423.20

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Section III. Contract

THIS CONTRACT, made and entered into, in duplicate, this

JUN 1 1984

by and between the State of Oregon, by and through its Transportation Commission, hereinafter called "State," and

Morse Bros., Inc., an Oregon corporation, by and through its corporate officials doing business at Lebanon (P. O. Box 7), Oregon 97355

93-0504596
Federal Tax ID No.

Federal Tax ID No.

hereinafter called "contractor,"

WITNESSETH:

That the said contractor, in consideration of the sums to be paid by the State in the manner and at the times herein provided, and in consideration of the other covenants and agreements herein contained, hereby agrees to perform and complete the work herein described and provided for and to furnish all necessary machinery, tools, apparatus, equipment, supplies, materials and labor and do all things in accordance with the applicable plans, the applicable Standard Specifications, the special provisions bound herewith, and in accordance with such alterations or modifications of the same as may be made by the engineer or the Commission, and according to such directions as may from time to time be made or given by the engineer under the authority and within the meaning and purpose of this contract. This agreement shall be binding upon the heirs, executors, administrators, successors and assigns of the contractor.

That the applicable plans, the applicable Standard Specifications, the special provisions bound herewith and the schedule of contract prices bound herewith are hereby specifically referred to and by this reference made a part hereof, and shall by such reference have the same force and effect as though all of the same were fully written or inserted herein.

That the contractor shall faithfully complete and perform all of the obligations of this contract, and in particular shall promptly, as due, make payment of all just debts, dues, demands and obligations incurred in the performance of said contract; and shall not permit any lien or claim to be filed or prosecuted against the State. It is expressly understood that this contract in all things shall be governed by the laws of the State of Oregon.

In consideration of the faithful performance of all of the obligations, both general and special, herein set out, and in consideration of the faithful performance of the work as set forth in this contract, the applicable plans, Standard Specifications, special provisions, schedule of contract prices, and all general and detailed specifications and plans which are a part hereof, and in accordance with the directions of the engineer and to his satisfaction, and, on Federal Aid Projects, to the satisfaction of the Federal Highway Administration, or its authorized representative, in conformity with the requirements of the Federal Aid Road Act and all amendments thereto, the State agrees to pay to the said contractor the amount earned, as determined from the actual quantities of work performed and the prices and other bases of payment specified, and taking into consideration any amounts that may be deductible under the terms of the contract, and to make such payments in the manner and at the times provided in the applicable Standard Specifications or special provisions.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their respective official seals as of the date first above written.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this contract. Approval was given for this contract on JUN 1 1984 by ...., which approval is on file in the Commission records. The delegation order also authorized the State Highway Engineer to execute the contract on behalf of the Commission.

APPROVED AS TO FORM ONLY:

....
State Highway Engineer

....
Chief Counsel

Morse Bros., Inc.
Contractor

By ....

By ....

....
Contractor

By ....

By ....

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Section IV. Performance Bond

KNOW ALL MEN BY THESE PRESENTS: That we
Morse Bros., Inc., an Oregon corporation, by and through its corporate officials doing business at Lebanon (P. O. Box 7), Oregon 97355

as principal, and

as surety, are jointly and severally held and bound unto the State of Oregon, in the sum of
Three Million Two Hundred Ninety Thousand Four Hundred Twenty-Three Dollars and Twenty Cents ($3,290,423.20)

for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators and assigns or successors and assigns, firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

That, whereas the said principal herein has made and entered into a certain contract, a copy of which is attached hereto, with the State of Oregon, which contract, together with the applicable plans, Standard Specifications, special provisions, and schedule of contract prices, is by this reference made a part hereof, whereby the said principal agrees to perform certain work and to assume certain obligations, which things he agrees to do in accordance with the certain terms, conditions, requirements, plans and specifications set out in said contract.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms, conditions and provisions of the said contract, in all respects, and shall well and truly and fully do and perform all matters and things by him undertaken to be performed under said contract, upon the terms set forth therein, and within the time prescribed therein, or as extended as provided in the applicable Standard Specifications, and shall indemnify and save harmless the State of Oregon, the Oregon Transportation Commission, and members thereof, its officers, employes, and agents, against any direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the said contract by the said contractor or his subcontractors; and shall make payment promptly, as due, to all subcontractors and to all persons supplying to the contractor or his subcontractors equipment, supplies, labor or materials for the prosecution of the work, or any part thereof, provided for in said contract, and shall pay all contributions or amounts due the State Accident Insurance Fund and the State

Unemployment Compensation Trust Fund from such contractor or subcontractors incurred in the performance of said contract, and pay all sums of money withheld from the contractor's employes and payable to the Revenue Department; and shall pay all other just debts, dues and demands incurred in the performance of the said contract and shall pay the State of Oregon, by and through its Transportation Commission, such damages as may accrue to the State under said contract and shall in all respects perform said contract according to law, then this obligation is to be void, otherwise to remain in full force and effect.

Nonpayment of the bond premium will not invalidate this bond nor shall the State of Oregon, by and through its Transportation Commission, be obligated for the payment thereof.

Witness our hands this .... day of ...., 19.........

Morse Bros., Inc.
Principal

By ....

By ....

....
Principal

By ....

By ....

....
Surety

By ....
Attorney in Fact

By ....
Agent

Contract 1-47

OREGON TRANSPORTATION COMMISSION

Certification of Workers Compensation Coverage

The Contractor for the purposes of this contract hereby certifies that he has Oregon Workers Compensation coverage for all his employees either as a:

1) ☐ Contributing employer (State Accident Insurance Fund Corp. - SAIF)

ID number ____________________________________ or a

2) ☐ Direct responsibility employer

ID or policy number ____________________________________

____________________________________ or

3) ☐ that he is an independent contractor and will perform all work under this contract without the assistance of others.

Dated ____________________________ 19_____

____
Contractor

By ____________________________

If the Contractor checks box No. 3 the Contractor and the Division must jointly sign and file with the State Accident Insurance Fund a disclaimer so stating.

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REPORT 17 FROM C09834C

DEPO	PAGE	LN	EX#	SUBJECT	REC #
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M1	2	4		APPEAR: ALLEN M11, SCHRADER M12, REINHARD M1	2
M1	2	10		APPEAR: CLORAN S11, KLEINSCHMIT RJK	3
M1	3	1		EXHIBIT INDEX	4
M1	4	1		STIPULATION	5
M1	5	19		REINHARD EMPLOYED BY MORSE	6
M1	6	4		DEPOSITION EXPLANATION	7
M1	7	10		IF YOU NEED DOCUMENTS, WE HAVE THEM HERE	8
M1	7	23		NOT PLAYING A MEMORY GAME	9
M1	8	7		BORN IN SOUTHERN CALIFORNIA	10
M1	8	25		COLLEGE AT STANFORD & OREGON STATE	11
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M1	9	17		CIVIL ENGINEERING TECHNOLOGY DEGREE	14
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M1	19	1		I KEEP A MENTAL LIST OF OUR WORK	50

DEPO	PAGE	LN	EX#	SUBJECT	REC #
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M1	20	8		PROJECT SUPERVISORS SOMETIMES DO ESTIMATING	53
M1	20	11		STAN BARTON CHIEF ESTIMATOR DID THIS JOB	54
M1	20	13		I ALSO DID ESTIMATE ON THIS JOB	55
M1	20	16		WE BOTH DID ALL PARTS OF ESTIMATE, REVIEWED	56
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M1	21	21	2	PLANS	61
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M1	23	6		VISIT JOB SITE, VISIT ENGINEER	64
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REPORT 17 FROM C09834C

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REPORT 17 FROM C09834C

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RJK	0	0	0	TOTAL 180=1476.2-954.8=521.4M=$7364.51 W/i+/-	187
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REPORT 17 FROM C09834C

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SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Details
2A	Typical Section & Slide Correction Details
2B	Material Source
2C	Summary, Staging & Details
2D	Pipe Data

DONALD B. ADAMS

Drg. Nos.

S-1, S-5, S-6, S-12, 2126C, 2201, 2203	Temporary Protection And Direction Of Traffic
2050	– Multi-Layer Pavement Const.
2091B, 2112, 2121	– Pipe
2051	– Drain Pipe
2126, 2126A, 2126B, 2126D, 2126F	Guard Rail
2129	– Delineators
2136	– Mailboxs

STATE OF OR

DEPARTMENT OF TRA

STATE HIGHWAY

PLANS FOR PROPOSED

GRADING & PA

BLUE MOUNTAIN SUMM

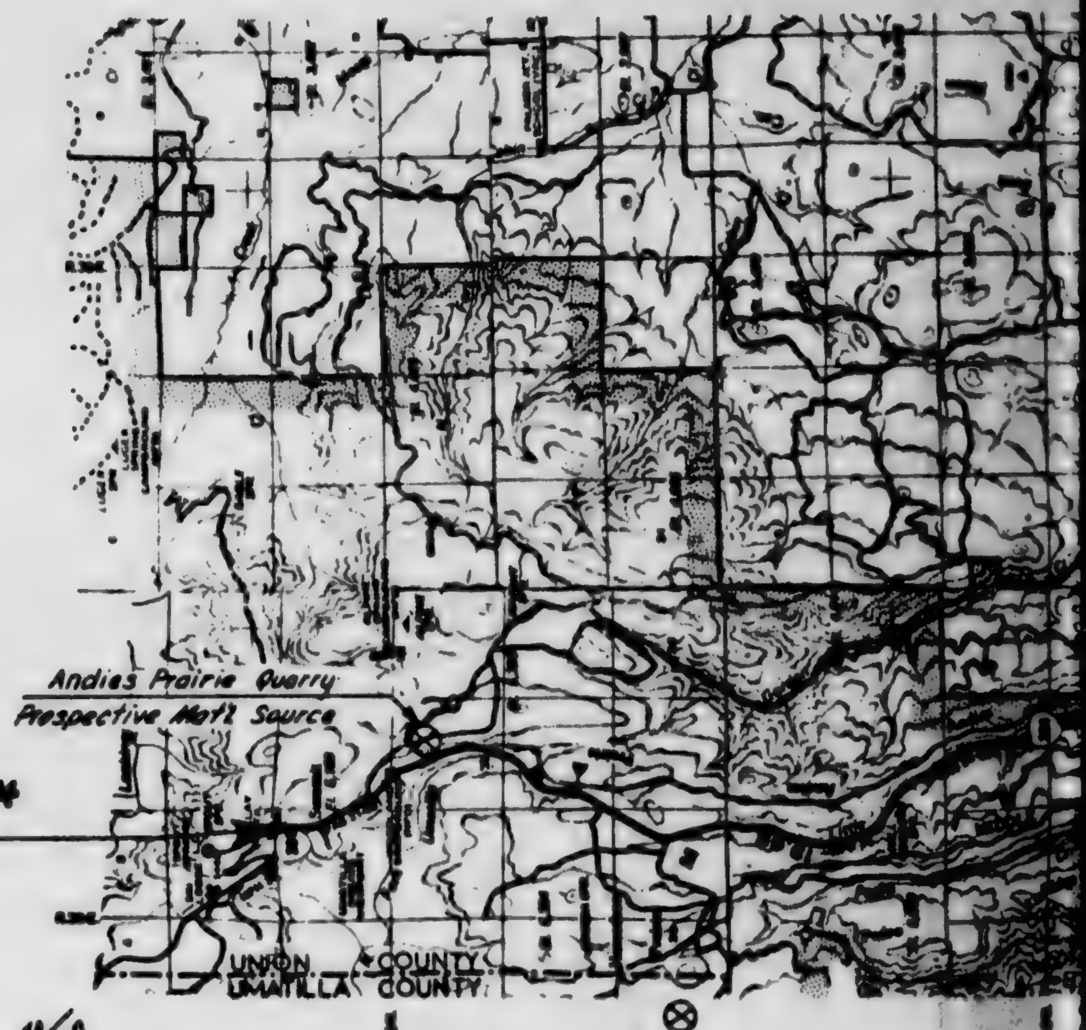
WESTON - ELGIN H

UNION COUNT

MAY, 1984

BEGINNING OF PROJECT FLH-FH-89(4)*

M.P. 23.70


Andies Prairie Quarry
Prospective Mat'l. Source
UNION COUNTY
UMATILLA COUNTY
To Weston
Summit Road Quarry
Prospective Mat'l. Source

* FH-37-1(1)...... Forest Highway

Sketch Map

Scale 0 1 2 M

Karnosh

17V-237

E OF OREGON

Overall Length Of Project-16.57 Miles

BLUE MOUNTAIN SUMMIT -ELGIN SECTION WESTON-ELGIN HIGHWAY UNION COUNTY				Sheet No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	FLH-FH-89(4)*		See Index

OF TRANSPORTATION

GHWAY DIVISION

OR PROPOSED PROJECT

DING & PAVING

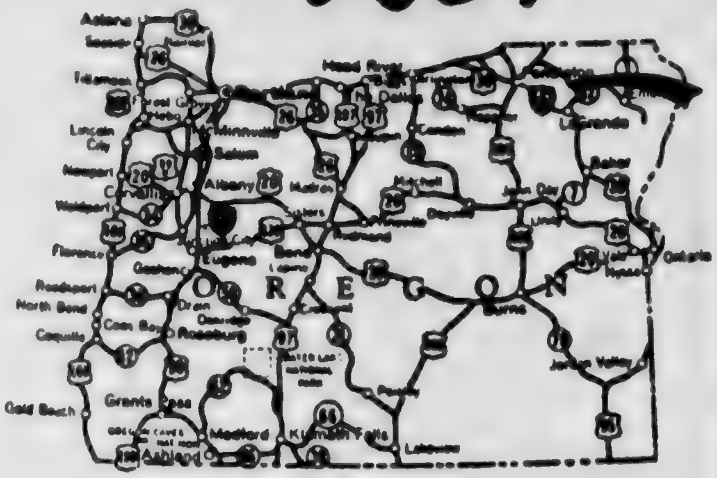
9834

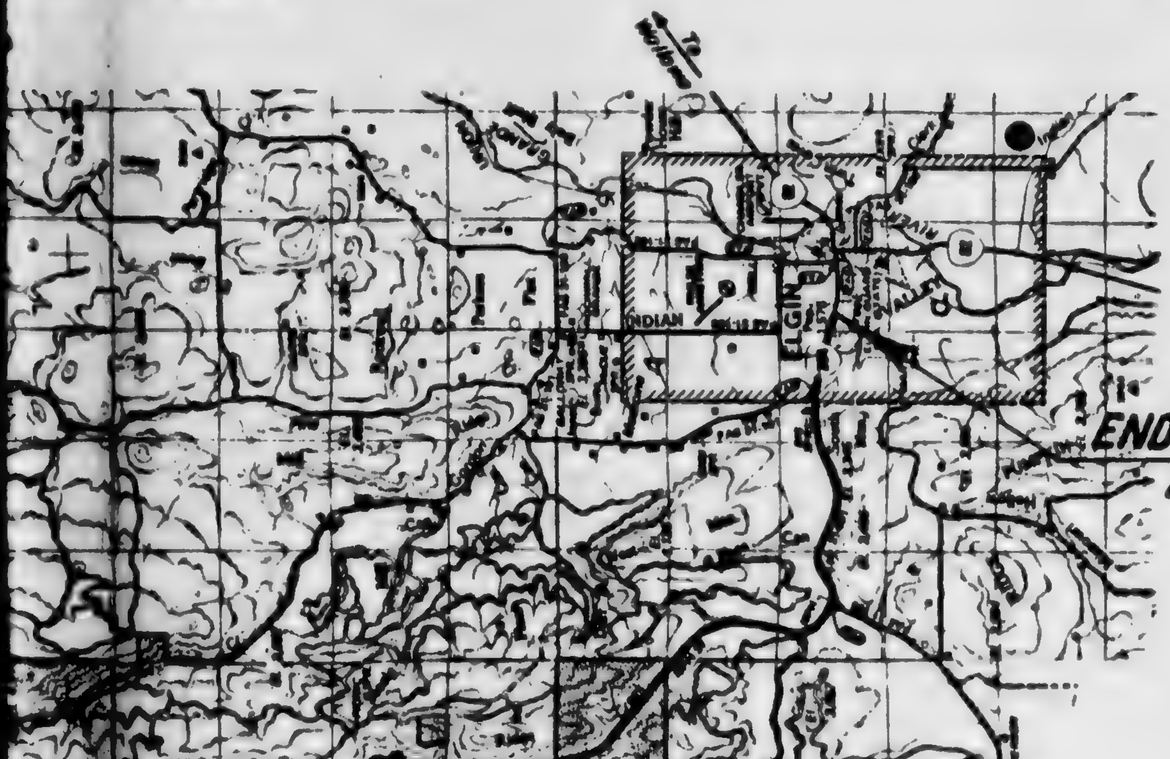
SUMMIT - ELGIN SECTION

-ELGIN HIGHWAY

NION COUNTY

MAY, 1984





*END OF PROJECT FLH-FH-89(4)**

M.P. 40.27

DEFENDANT 2
DEPOSITION EXHIBIT
K.B.L. DATE 11-8-85

H. S. Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

ketch Map
1 Miles
2

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

2-1

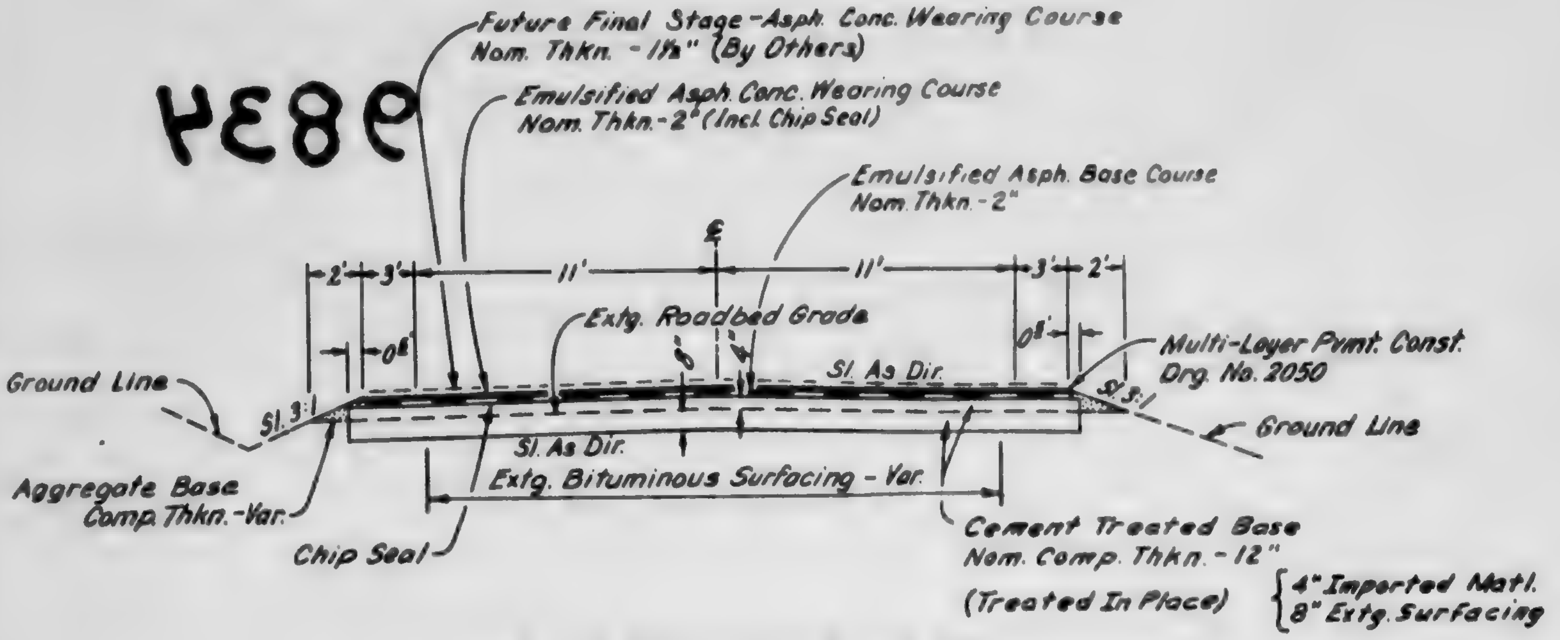
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER — DATE

R/W Map 5B-35-8

T Y P I C A L   S E C T I



Future Final Stage - Asph. Conc. Wearing Course
Nom. Thkn. - 1½" (By Others)
Emulsified Asph. Conc. Wearing Course
Nom. Thkn. - 2" (Incl. Chip Seal)
Emulsified Asph. Base Course
Nom. Thkn. - 2"
℄
2'
3'
11'
11'
3'
2'
0'±
0'±
Extg. Roadbed Grade
Multi-Layer Pvmt. Const.
Drg. No. 2050
Ground Line
Sl. 3:1
Sl. As Dir.
Sl. 3:1
Ground Line
Sl. As Dir.
Extg. Bituminous Surfacing - Var.
Aggregate Base
Comp. Thkn. - Var.
Chip Seal
Cement Treated Base
Nom. Comp. Thkn. - 12"
(Treated In Place)
4" Imported Matl.
8" Extg. Surfacing

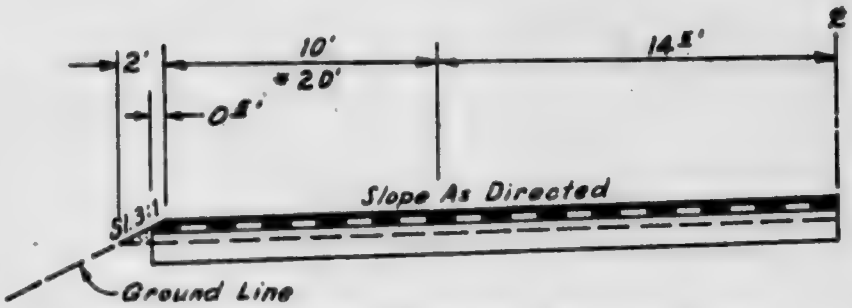
M.P. 23.70 To M.P. 40.27

Extg. Roadbed
8" Extg. Mat

GUARD RAIL CONSTRUCTION TABLE				
M.P. To M.P.	Type 2A Guard Rail	Remove Extg. Guard Rail	Type "C" End Piece	Type 1 Anchors
24.74 To 24.85 Rt.	575'		2	2
25.19 To 25.24 Rt.	262.5'	200'	2	2
25.28 To 25.44 Rt.	850'		2	2
25.50 To 25.76 Rt.	1375'		2	2
25.83 To 26.18 Rt.	1850'		2	2
27.26 To 27.33 Rt.	375'		2	2
27.76 To 27.90 Lt.	737.5'		2	2
28.01 To 28.15 Lt.	687.5'		2	2
28.64 To 28.70 Rt.	312.5'		2	2
32.61 To 32.71 Lt.	525'		2	2
32.62 To 32.69 Rt.	375'		2	2
32.74 To 32.78 Lt.	200'		2	2
32.74 To 32.80 Rt.	312.5'		2	2
37.08 To 37.11 Rt.	262.5'		2	2
37.24 To 37.31 Rt.	375'		2	2
37.63 To 37.72 Rt.	475'		2	2
38.66 To 38.73 Rt.	375'		2	2

W = 4' Min.

Drg. Nos. 2126, 2126A, 2126B, 2126D & 2126E.



2'
10'
*20'
14±'
℄
0±'
Slope As Directed
Sl. 3:1
Ground Line

(For Surfacing Details Not Shown See Section Above)

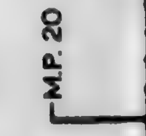
PAVEMENT WIDENING AREAS

(For Location See Table Below)

PAVEMENT WIDENING		
M.P. To M.P	WIDTH	
	LEFT	RIGHT
23.69 To 23.74		10'
24.34 To 24.41		10'
24.65 To 24.72		10'
24.87 To 24.89		10'
*25.10 To 25.18		20'
25.22 To 25.26		10'
25.43 To 25.50		10'
25.77 To 25.82		10'
26.19 To 26.24		10'
26.69 To 26.78		10'
26.67 To 26.80	10'	
27.04 To 27.12		10'
26.94 To 27.32	10'	
27.30 To 27.49		10'
28.24 To 28.29	10'	
28.44 To 28.49	10'	
28.80 To 28.88	10'	
*29.00 To 29.08	20'	
32.69 To 32.72	10'	
36.64 To 36.69	10'	
36.80 To 36.86		10'

Note:
Const. Road Connections - 17 (Total)
Const. Paved Approaches - 14 (Total)
Const. Flares And Turnouts - 58 (Total)
Inst. Multiple Mailbox Supports - 3 (Total)
Inst. Single Mailbox Support
Const. Mailbox Service Turnouts - 4 (Total)
Mailbox Location To Be Determined In Field
(See Drg. No. 2136)
(For Details, See Sht. 2C)

BEGINNING OF
M.P. 23.7



① M.P. 26.8±
Const. V Bott
Depth Var. - 3
Ditch Exc. - 10

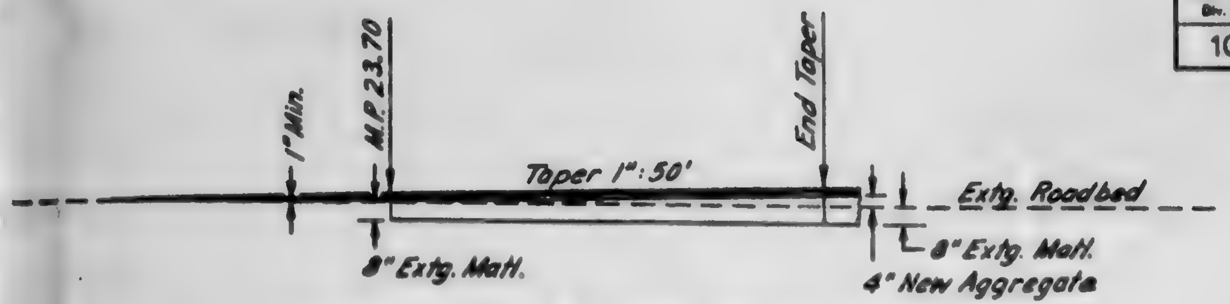
② Slide Correc
(For Details, S

③ Snow Plow Tu
(For Details, S

Eriksen, Keller, Butts

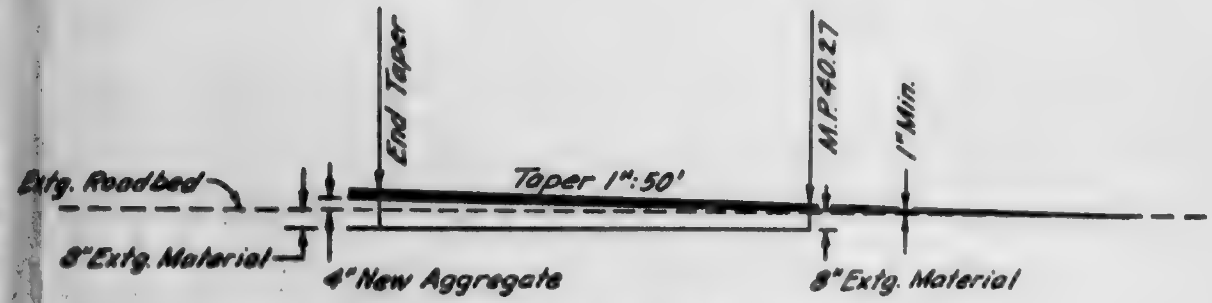
CTIONS

BLUE MOUNTAIN SUMMIT~ELGIN SECTION WESTON - ELGIN HIGHWAY UNION COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	FLH-FL-89(4)		See Index


1" Min.
M.P. 23.70
End Taper
Taper 1":50'
Extg. Roadbed
8" Extg. Matl.
8" Extg. Matl.
4" New Aggregate

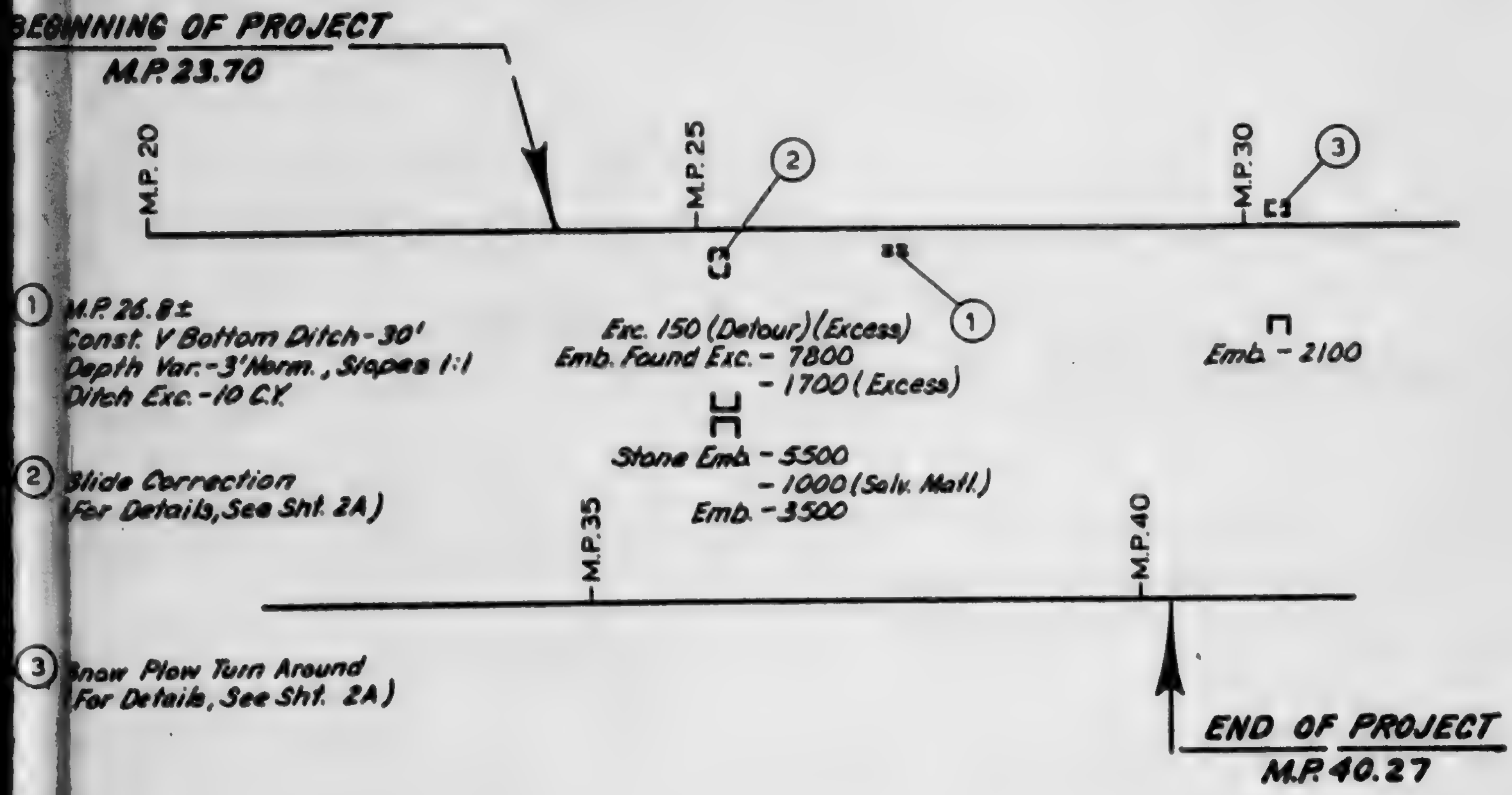
(For Surfacing Details Not Shown, See Section Left)

TAPER AT M.P. 23.70


End Taper
M.P. 40.27
1" Min.
Taper 1":50'
Extg. Roadbed
8" Extg. Material
4" New Aggregate
8" Extg. Material

(For Surfacing Details Not Shown, See Section Left)

TAPER AT M.P. 40.27


BEGINNING OF PROJECT
M.P. 23.70
M.P. 20
M.P. 25
M.P. 30
M.P. 35
M.P. 40
②
③
①
Exc. 150 (Detour) (Excess)
Emb. Found Exc. - 7800
- 1700 (Excess)
Stone Emb. - 5500
- 1000 (Salv. Matl.)
Emb. - 3500
Emb. - 2100
END OF PROJECT
M.P. 40.27

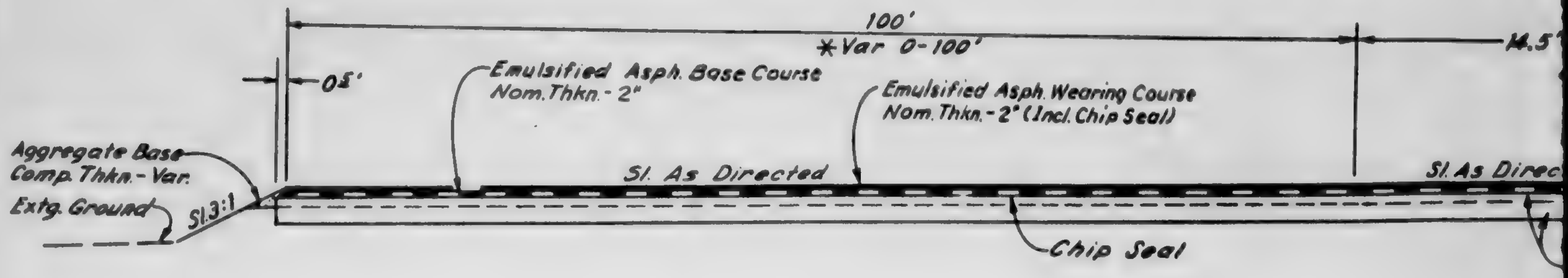
① M.P. 26.8±
Const. V Bottom Ditch - 30'
Depth Var. - 3' Norm., Slopes 1:1
Ditch Exc. - 10 C.Y.

② Slide Correction
(For Details, See Sht. 2A)

③ Snow Plow Turn Around
(For Details, See Sht. 2A)

2-27-84

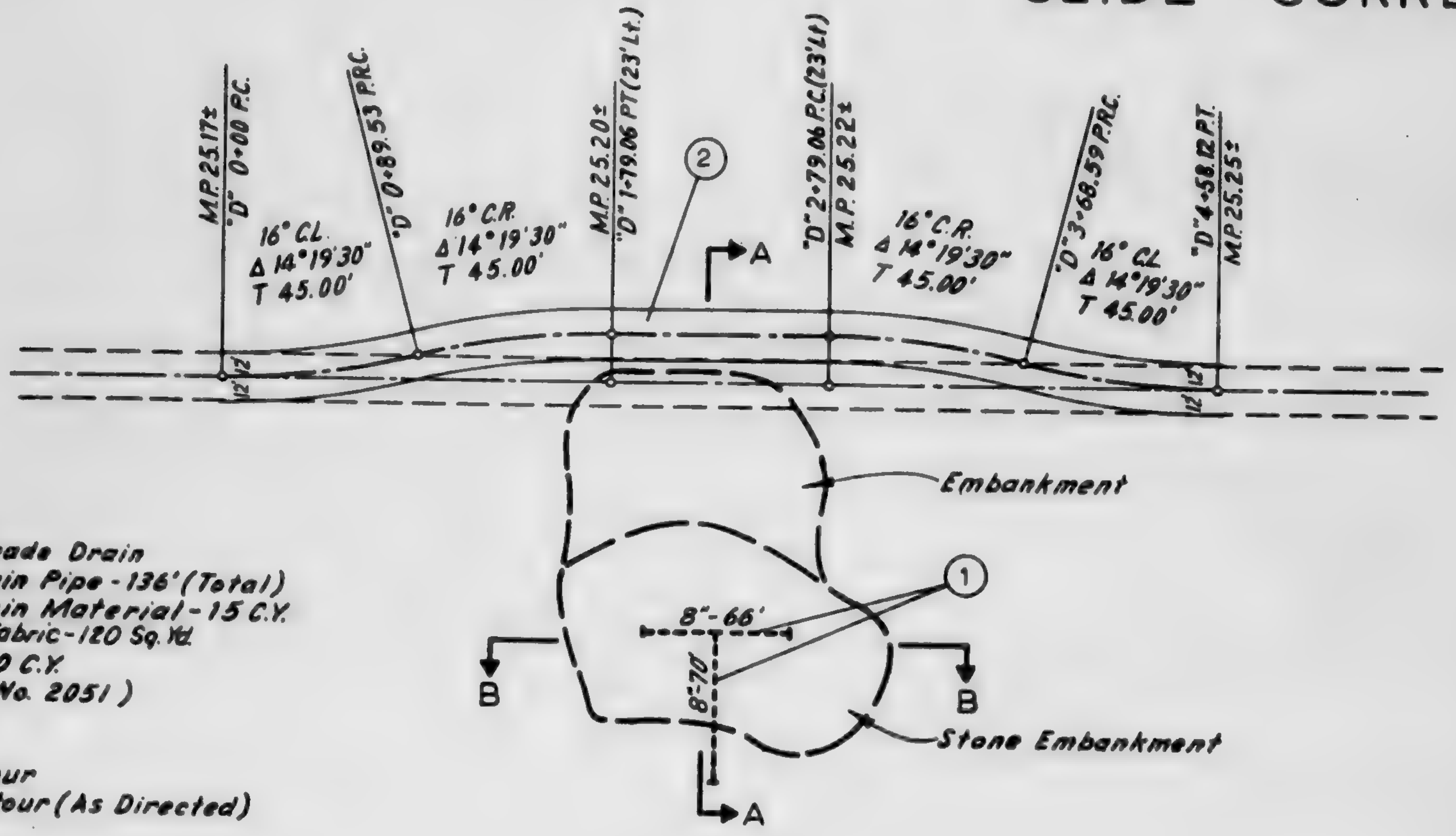
TYPICAL SE


100'
*Var 0-100'
14.5'
0.5'
Emulsified Asph. Base Course
Nom. Thkn. - 2"
Emulsified Asph. Wearing Course
Nom. Thkn. - 2" (Incl. Chip Seal)
Aggregate Base
Comp. Thkn. - Var.
Extg. Ground
Sl. 3:1
Sl. As Directed
Sl. As Direc
Chip Seal

SNOW PLOW TURNAROUND AREA

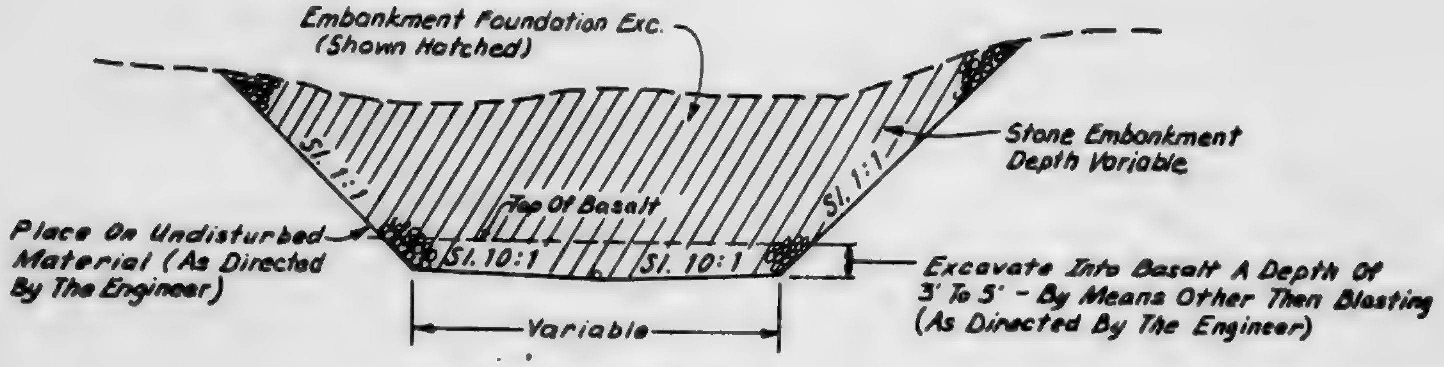
*M.P. 30.21 To M.P. 30.25 (Taper Section - 200')
30.25 To 30.26 (50')
*30.26 To 30.30 (Taper Section - 200')

SLIDE CORRECTIO


M.P. 25.17±
"D" 0+00 P.C.
"D" 0+89.53 P.R.C.
M.P. 25.20±
"D" 1+79.06 P.T. (23' Lt.)
"D" 2+79.06 P.C. (23' Lt.)
M.P. 25.22±
"D" 3+68.59 P.R.C.
"D" 4+58.12 P.T.
M.P. 25.25±
16° C.L.
Δ 14°19'30"
T 45.00'
16° C.R.
Δ 14°19'30"
T 45.00'
16° C.R.
Δ 14°19'30"
T 45.00'
16° C.L.
Δ 14°19'30"
T 45.00'
②
A
12' 12'
12' 12'
Embankment
①
8" - 66'
8" - 70'
B
B
Stone Embankment
A

① Const. Subgrade Drain
Inst. 8" Drain Pipe - 136' (Total)
Gravel Drain Material - 15 C.Y.
Geotextile Fabric - 120 Sq. Yd.
Tr. Exc. - 20 C.Y.
(See Drg. No. 2051)

② Const. Detour
Remove Detour (As Directed)


Embankment Foundation Exc.
(Shown Hatched)
Stone Embankment
Depth Variable
Sl. 1:1
Sl. 1:1
Top Of Basalt
Place On Undisturbed Material (As Directed By The Engineer)
Sl. 10:1
Sl. 10:1
Excavate Into Basalt A Depth Of 3' To 5' - By Means Other Then Blasting (As Directed By The Engineer)
Variable

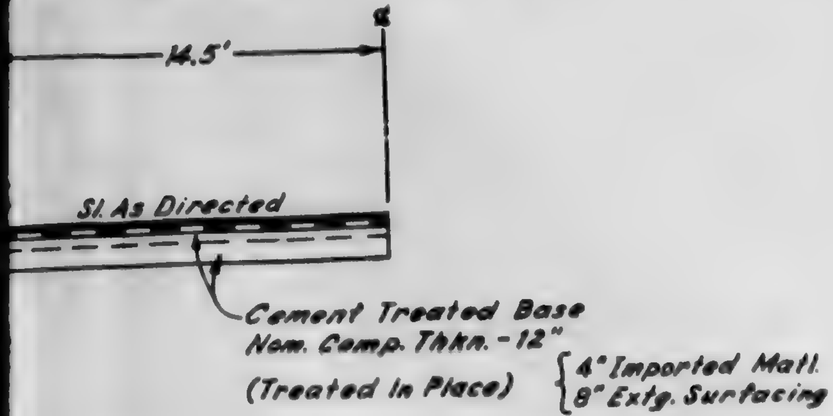
SECTION B-B

NOTE:
The Upper Excavation (
Of The Existing Roadwa
Prior To Starting The L

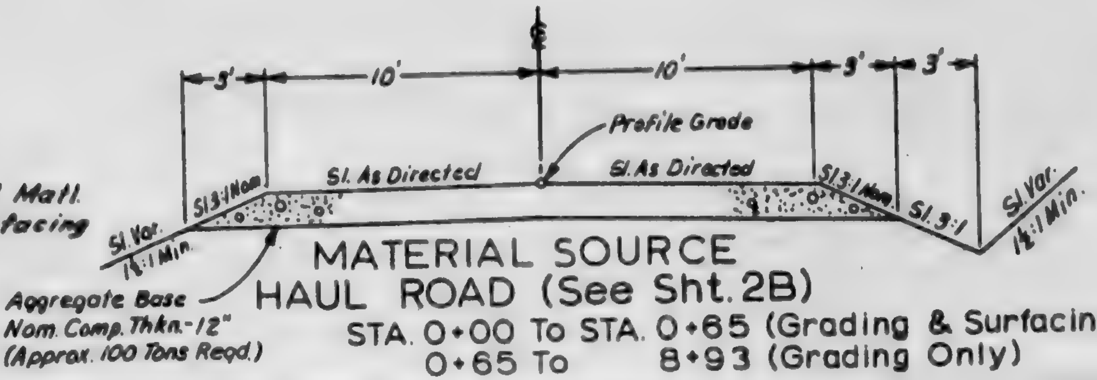
17V-237

BLUE MOUNTAIN SUMMIT ~ ELGIN SECTION WESTON ELGIN HIGHWAY UNION COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	FLH-FH-89(4)		See Index

L SECTIONS



℄
14.5'
Sl. As Directed
Cement Treated Base
Nom. Comp. Thkn. - 12"
(Treated In Place)
4" Imported Matl.
8" Extg. Surfacing



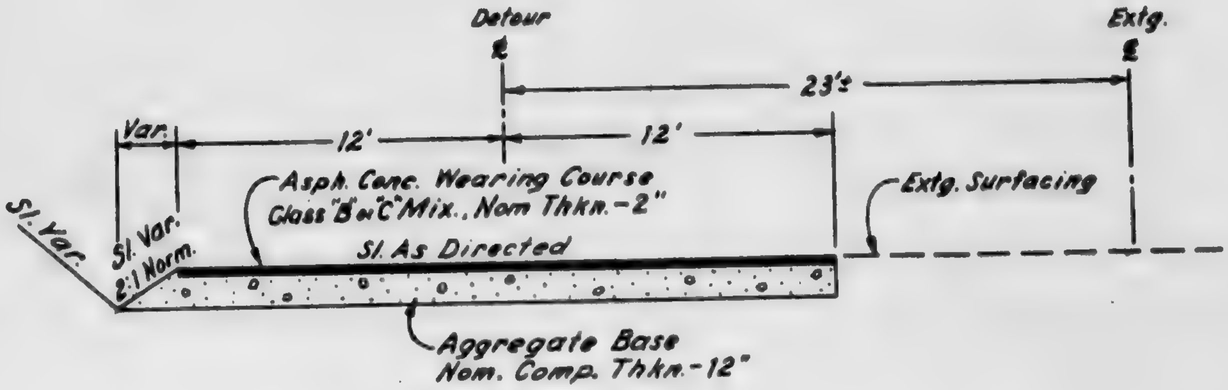
℄
3'
10'
10'
3'
3'
Profile Grade
Sl. As Directed
Sl. As Directed
Sl. 3:1 Nom.
Sl. 3:1 Nom.
Sl. 3:1
Sl. Var. 1½:1 Min.
Sl. Var. 1½:1 Min.
Aggregate Base
Nom. Comp. Thkn. - 12"
(Approx. 100 Tons Reqd.)

MATERIAL SOURCE
HAUL ROAD (See Sht. 2B)
STA. 0+00 To STA. 0+65 (Grading & Surfacing)
0+65 To 8+93 (Grading Only)

200')

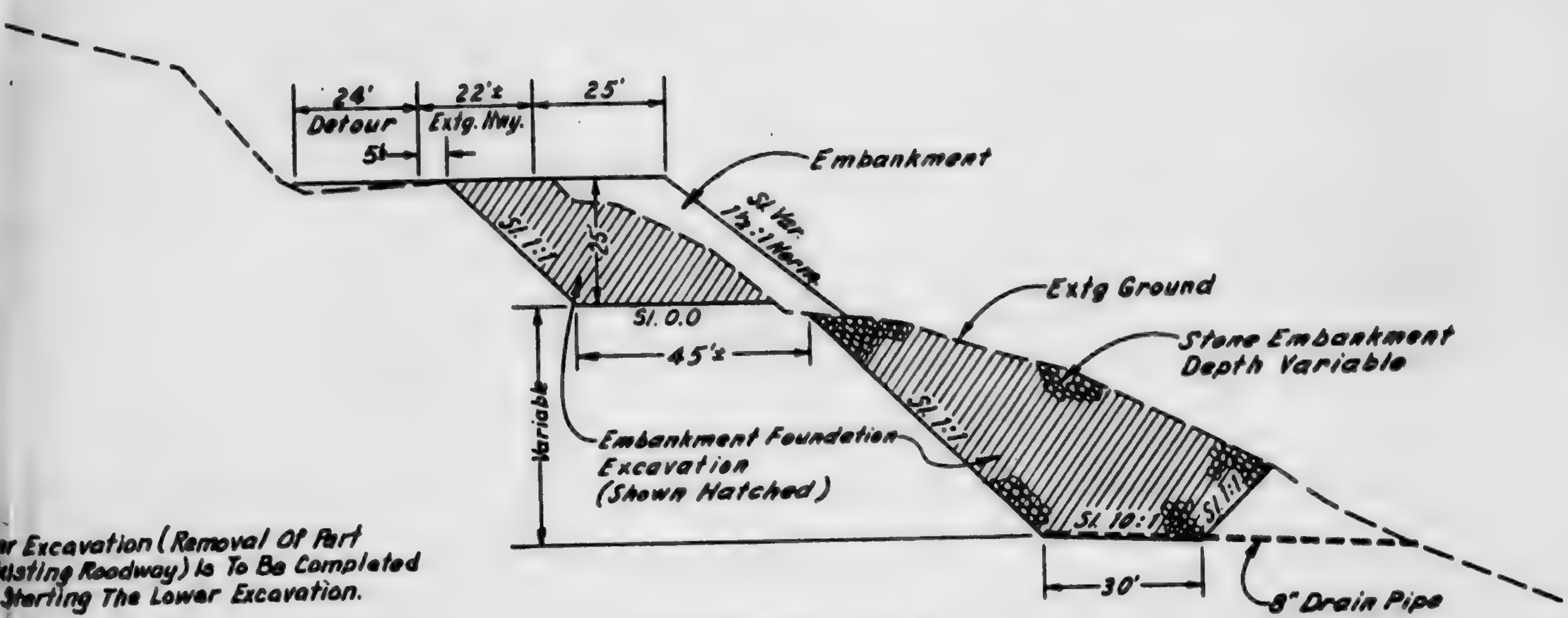
200')

RRECTION DETAILS



Detour ℄
Extg. ℄
23'±
Var.
12'
12'
Asph. Conc. Wearing Course
Class "B" or "C" Mix., Nom Thkn. - 2"
Extg. Surfacing
Sl. Var.
Sl. Var.
2:1 Norm.
Sl. As Directed
Aggregate Base
Nom. Comp. Thkn. - 12"

DETOUR
M.P. 25.17± To M.P. 25.25±

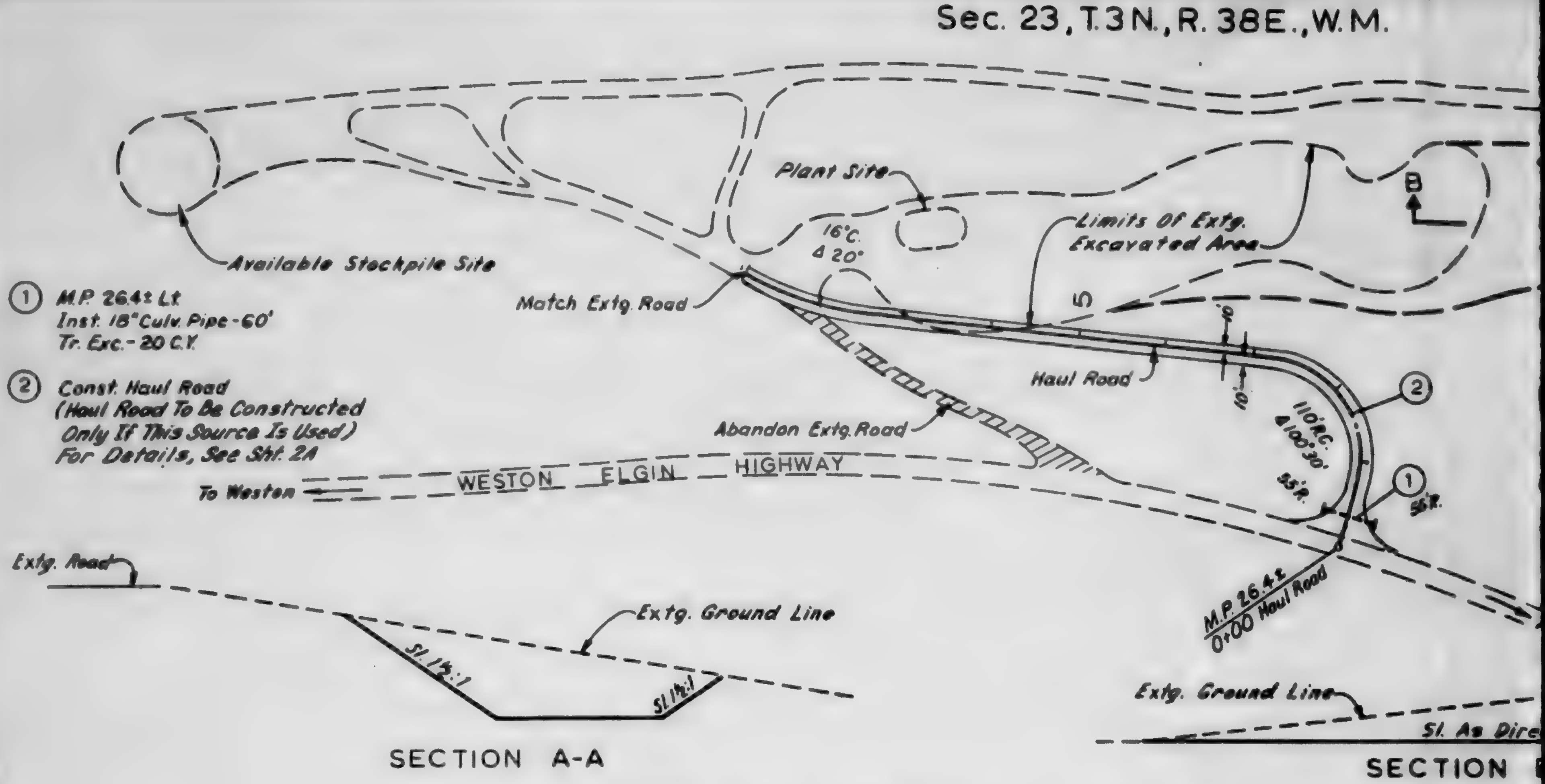


24'
Detour
22'±
Extg. Hwy.
25'
5'±
Embankment
25'
Sl. 1:1
Sl. Var. 1½:1 Norm.
Sl. 0.0
45'±
Extg Ground
Stone Embankment
Depth Variable
Variable
Embankment Foundation
Excavation
(Shown Hatched)
Sl. 1:1
Sl. 10:1
Sl. 1:1
30'
8" Drain Pipe

TE:
The Upper Excavation (Removal Of Part Of The Existing Roadway) Is To Be Completed Prior To Starting The Lower Excavation.

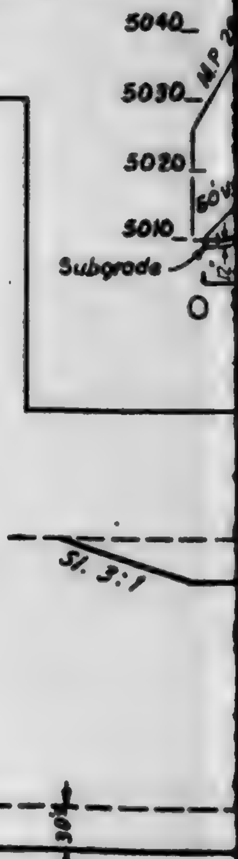
SECTION A - A

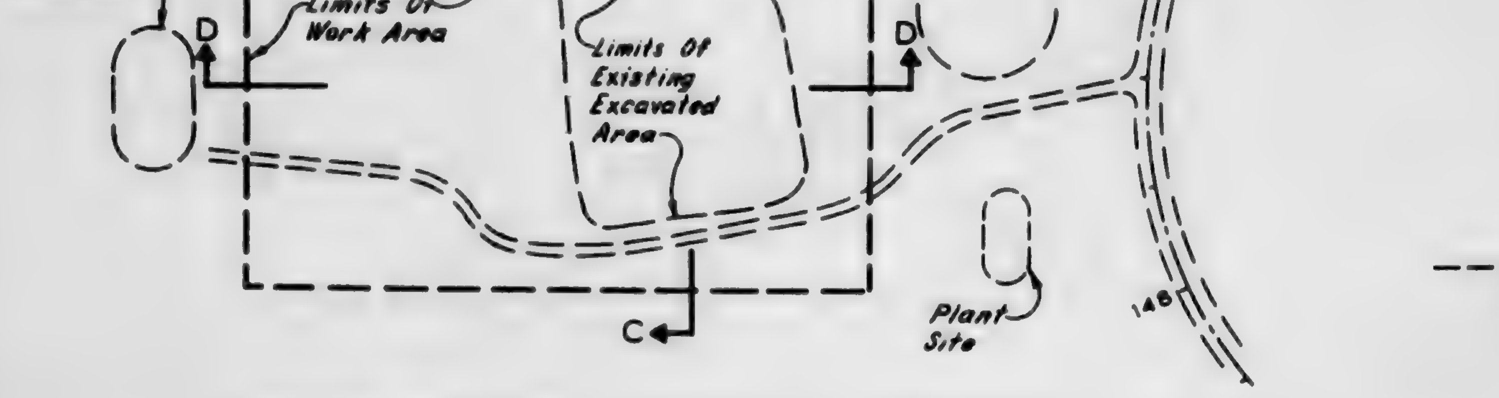
2-2


Sec. 23, T.3N., R.38E., W.M.
Plant Site
Available Stockpile Site
16°C.
Δ 20°
Match Extg. Road
Limits Of Extg. Excavated Area
B
Haul Road
Abandon Extg. Road
① M.P. 26.4± Lt.
Inst. 18" Culv. Pipe - 60'
Tr. Exc. - 20 C.Y.
② Const. Haul Road
(Haul Road To Be Constructed
Only If This Source Is Used)
For Details, See Sht. 2A
To Weston
WESTON ELGIN HIGHWAY
110' R.C.
Δ 100°30'
55' R.
55' R.
M.P. 26.4±
0+00 Haul Road
Extg. Road
Extg. Ground Line
Sl. 1½:1
Sl. 1½:1
SECTION A-A
Extg. Ground Line
Sl. As Dire
SECTION

PROSPECTIVE MATERIAL SOURCE
ANDIES PRAIRIE QUARRY (AGGREGATE BASE ONLY)

Scale 0 100 200 300 400 Feet


5040
5030
5020
5010
Subgrade
M.P. 2
60'
0
Sl. 3:1
Sl. 3:1
30'

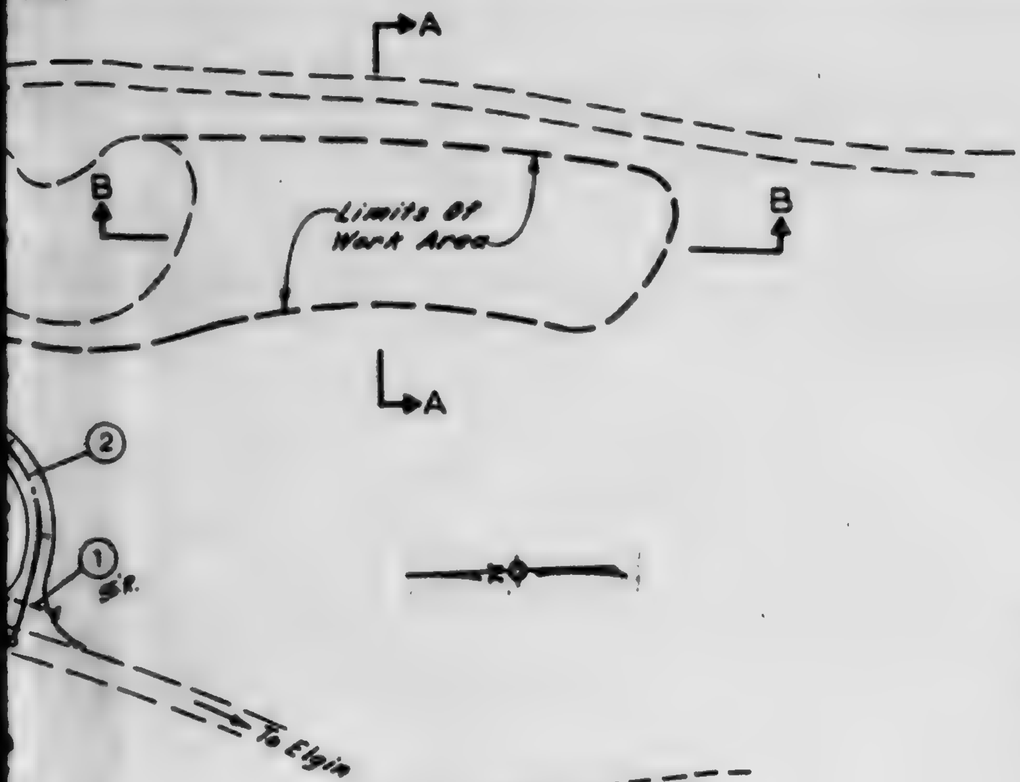

Sec. 32, T.3N., R.38E., W.M.
N
To Weston-Elgin Highway (M.P. 27.5±) 2.77 Miles
Available Stockpile Site
C
C
Reject Stockpile
Limits Of Work Area
D
D
Limits Of Existing Excavated Area
145
148
Plant Site

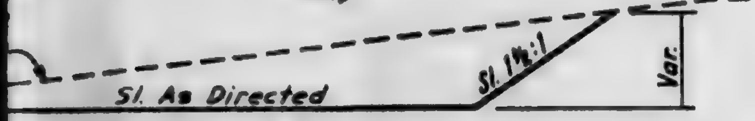
PROSPECTIVE MATERIAL SOURCE
SUMMIT ROAD QUARRY (PAVING AGGREGATES)

Scale 0 100 200 300 400 Feet

BLUE MOUNTAIN SUMMIT-ELGIN SECTION WESTON-ELGIN HIGHWAY UNION COUNTY				Sheet No. 2 B
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	FLH-PH-89(4)		See Index

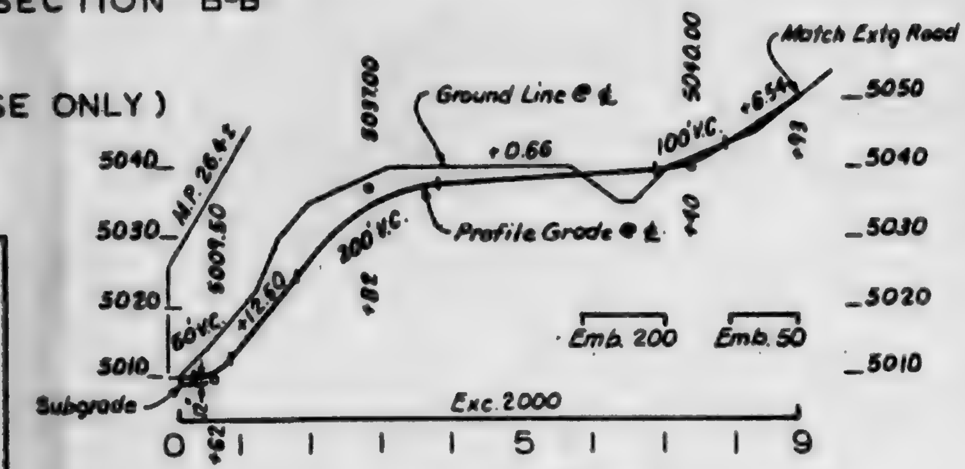
M.



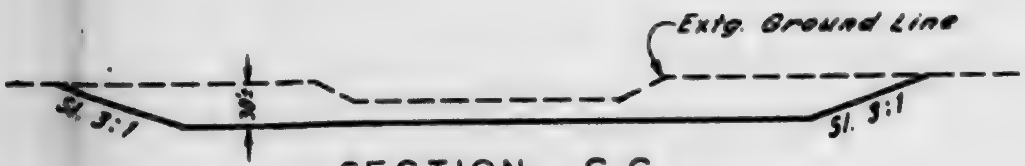


SECTION B-B

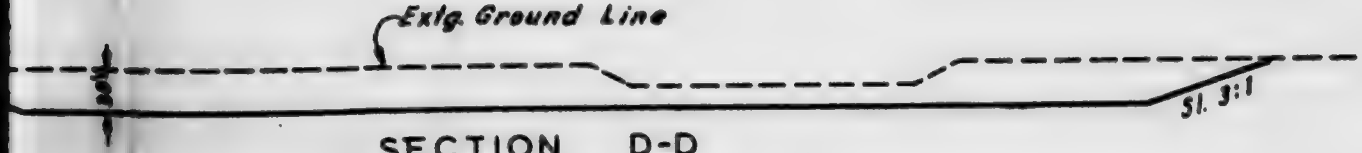
BASE ONLY)



HAUL ROAD



SECTION C-C



SECTION D-D

ANDIES PRAIRIE AND SUMMIT ROAD QUARRIES

OPERATING SPECIFICATIONS

1. All quarrying shall be done under Section 104.05 of the Standard Specifications.

2. All material which is shot from the quarry and meeting quality requirements shall be utilized in the crushing operation. Large chunks of shot rock or boulders shall not be left in the quarry.

3. Retrievable overburden is to be stripped back from excavation and stockpiled. At the completion of the project, the overburden is to be placed on excavation slopes and floor and seeded as directed by the Project Manager.

4. Final slopes on the excavation are to be 1-1/2:1 or flatter.

5. An overlaying formation of poor rock may be encountered in some of the area. This formation is to be ripped and stripped before drilling and shooting of the quarry.

6. Screen rejects and scalpings are to be stockpiled as directed by the Project Manager. These will become the property of the U.S.F.S.

7. Scalping - The rock shall be scalped after passing through the primary crusher. After passing over the scalping screen, the rock shall have, by weight, no more than 5% passing the 1/2" screen.

8. Logs that are five (5) inches or more in diameter shall be bucked into multiples of eight feet and decked. A trim allowance of six (6) inches shall be added for each log length of twenty (20) feet or less, and twelve (12) inches for logs over twenty (20) feet. The maximum log length plus trim shall be thrity-three (33) feet. Tops, limbs and stumps shall be piled and burned so that burning does not damage standing trees.

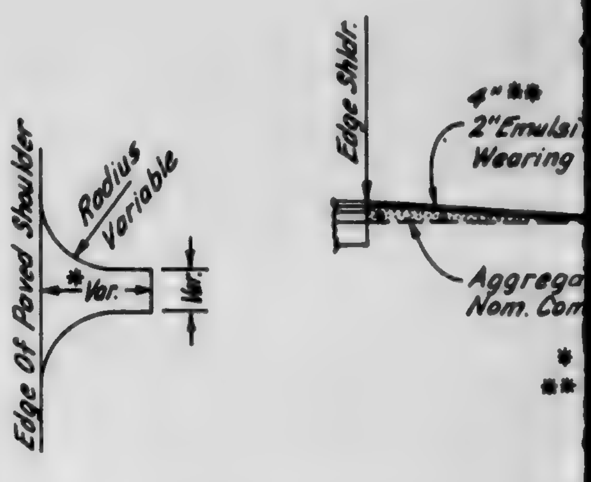
9. Access shall be maintained at all times to Forest Road 3727 (Andies Prairie Road).

S U M M A R Y

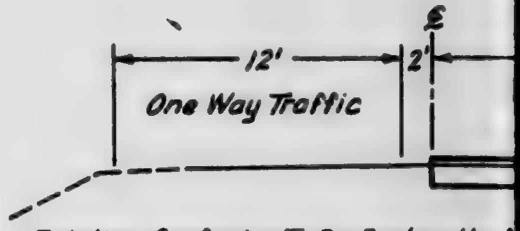
ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES FLH	FH
			For M.P. To M.P. Limits See Table A Below	
Mobilization	All	All	71%	29%
Temporary Protection and Direction of Traffic	All	All	75%	25%
Temporary Signs	Sq.Ft.	827	580	247
Temporary Barricades	Each	11	8	3
Temporary Continuous Rail Traffic Barriers, Reflectorized	Lin.Ft.	425	425	
Temporary Plastic Safety Markers	Each	90	63	27
Temporary Delineators	Each	10	10	
Flaggers	Hour	2,000	1,400	600
Pilot Car	Hour	800	560	240
ROADWORK				
Clearing and Grubbing	All	All	70%	30%
Removal of Structures and Obstructions	All	All	70%	30%
Ditch Excavation	Cu.Yd.	10	10	
Embankment Foundation Excavation	Cu.Yd.	9,500	9,500	
Embankment In Place	Cu.Yd.	5,600	5,600	
Stone Embankment	Cu.Yd.	6,500	6,500	
Trench Excavation	Cu.Yd.	72	72	
Finishing Roadbed and Slopes	Mile	16.6	11.7	4.9
Watering	M-Gal.	500	350	150
Aggregate Base	Ton	6,000	4,240	1,760
Cement Treated Base	Sq.Yd.	300,000	212,100	87,900
Cement for Treated Base	Ton	9,750	6,890	2,860
Aggregate for Treated Base	Ton	87,000	61,500	25,500
Asphalt in Chip Seal	Ton	325	230	95
Aggregate in Chip Seal	Ton	2,720	1,920	800
Class "B" or Class "C" Asphalt Concrete	Ton	85	85	
Emulsified Asphalt Concrete Mixture	Ton	52,500	37,110	15,390
Emulsified Asphalt in Mixture	Ton	3,150	2,230	920
Aggregate in Sand Choke Seal	Ton	2,570	1,815	755
1/4"-No. 10 Aggregate in Chip Seal	Ton	3,200	2,260	940
Emulsified Asphalt in Chip Seal	Ton	470	330	140
Asphalt in Tack Coat	Ton	45	32	13
18-inch Culvert Pipe	Lin.Ft.	136	136	
30-inch Culvert Pipe	Lin.Ft.	4	4	
8-inch Drain Pipe	Lin.Ft.	136	136	
Gravel in Drains	Cu.Yd.	15	15	
Guard Rail, Type 2A	Lin.Ft.	9,925	7,225	2,700
Guard Rail Anchors, Type 1	Each	34	20	14
Rail End Pieces, Type C	Lin.Ft.	34	20	14
Extra for Asphalt Approaches	Each	93	53	40
Geotextile Fabric in Drains	Sq.Yd.	120	120	
Delineators, Type 1	Each	540	380	160
Delineators, Type 4	Each	40	28	12
Single Mailbox Supports	Each	1		1
Multiple Mailbox Supports	Each	3		3
Concrete Collars	Each	3		3

TABLE A

FLH	F.H.
M.P. 23.70 to M.P. 32.53	M.P. 32.53 to M.P. 32.77
M.P. 32.77 to M.P. 35.66	M.P. 35.66 to M.P. 40.27



APPROACHES & CON

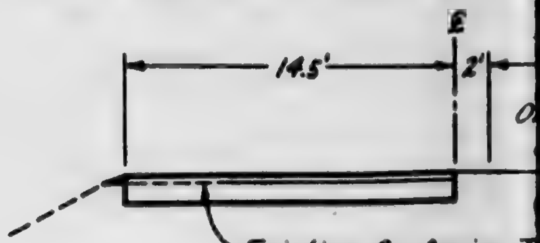


Existing Surfacing To Be Broken Up A
To 8" Depth. Supplement With Aggrega
4" Thick, And Remix To 12" Depth.

STAGE I

PHASE 1

NOTE: Stage I Phases 1 & 2 To Be Done



Existing Surfacing T
Mixed To 8" Depth Su
Base - 4" Thick And

STAGE I

PHASE 2

Emulsified Asphalt Concrete Surfacing

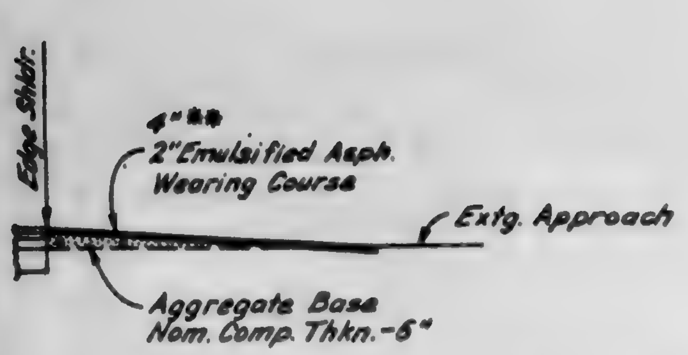
(To Be Placed After Completion
Stage Construction)

(For Surfacing Details N

STAGE SURF

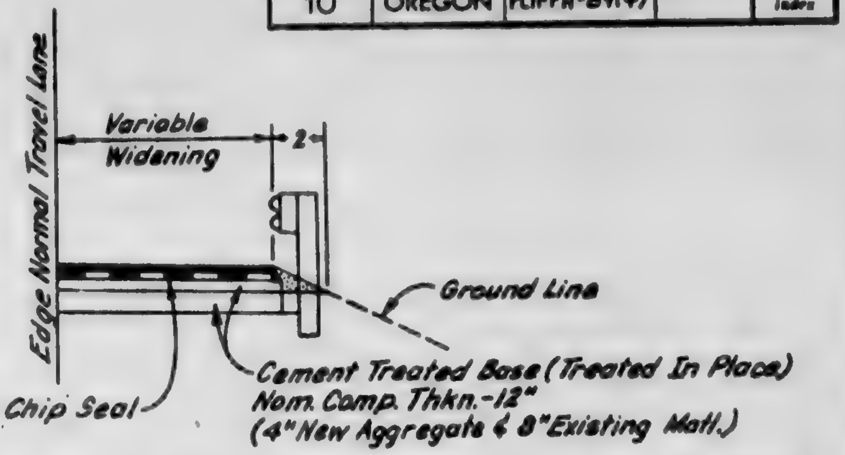
17V-237

BLUE MOUNTAIN SUMMIT–ELGIN SECTION WESTON–ELGIN HIGHWAY UNION COUNTY				SHEET No. 2C
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	FLH-FH-89(4)		See Index


Edge Shldr.
4"**
2" Emulsified Asph. Wearing Course
Extg. Approach
Aggregate Base Nom. Comp. Thkn.-6"

* 30 Ft. Minimum On Road Connections Or To R/W Line
** Road Connections

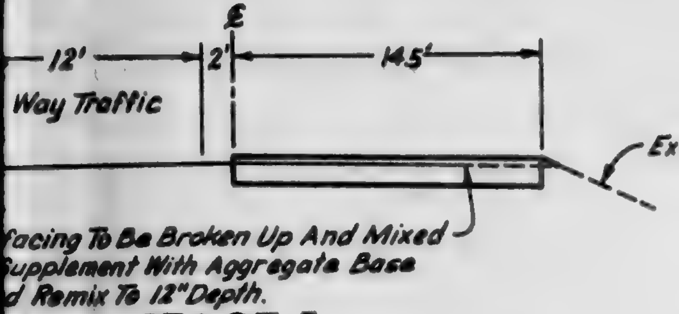
ACHES & CONNECTIONS


Edge Normal Travel Lane
Variable Widening
2'
Ground Line
Chip Seal
Cement Treated Base (Treated In Place) Nom. Comp. Thkn.-12" (4" New Aggregate & 8" Existing Mat'l.)

(For Surfacing Details Not Shown, See Rdwy. Typical Sect, Sht. 2)

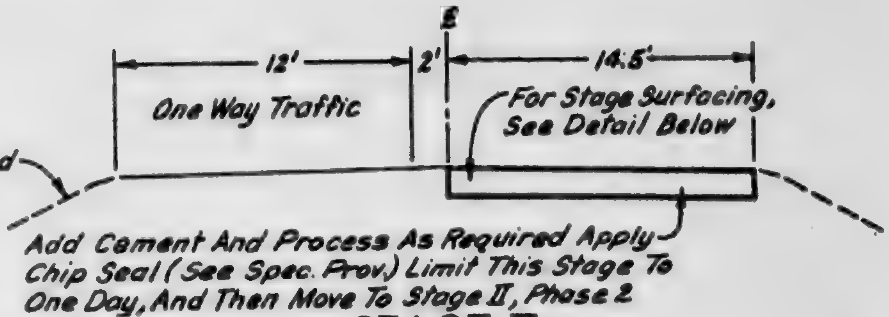
FLARES & TURNOUTS

STAGE CONSTRUCTION

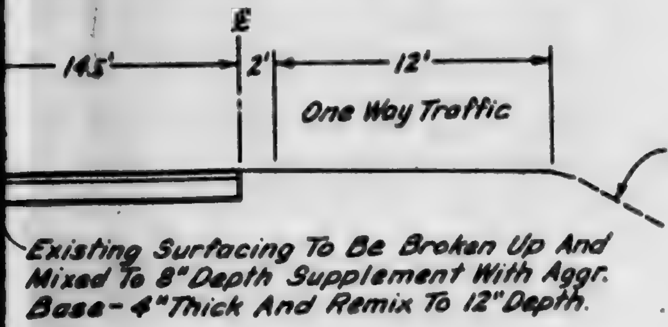

℄
12'
2'
14.5'
Way Traffic
Extg. Ground
facing To Be Broken Up And Mixed
Supplement With Aggregate Base
d Remix To 12" Depth.

STAGE I
PHASE 1

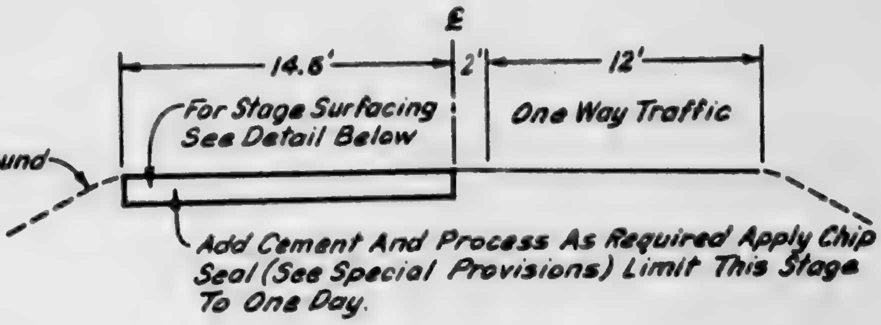
Phases 1 & 2 To Be Done On The Same Day.


℄
12'
2'
14.5'
One Way Traffic
For Stage Surfacing, See Detail Below
Add Cement And Process As Required Apply Chip Seal (See Spec. Prov.) Limit This Stage To One Day, And Then Move To Stage II, Phase 2

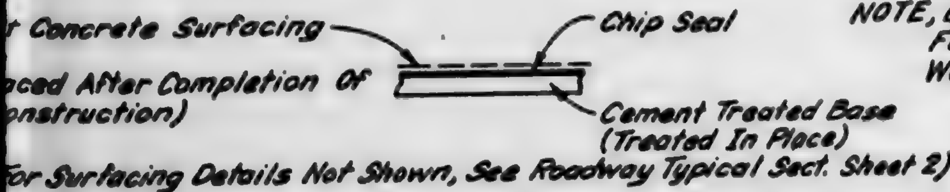
STAGE II
PHASE 1


℄
14.5'
2'
12'
One Way Traffic
Extg. Ground
Existing Surfacing To Be Broken Up And Mixed To 8" Depth Supplement With Aggr. Base-4" Thick And Remix To 12" Depth.

STAGE I
PHASE 2


℄
14.8'
2'
12'
For Stage Surfacing See Detail Below
One Way Traffic
Add Cement And Process As Required Apply Chip Seal (See Special Provisions) Limit This Stage To One Day.

STAGE II
PHASE 2


t Concrete Surfacing
aced After Completion Of
onstruction)
Chip Seal
Cement Treated Base (Treated In Place)

For Surfacing Details Not Shown, See Roadway Typical Sect. Sheet 2)

NOTE, Both Stages:
Full Width Of Roadway Shall Be Re-Opened To Two Way Traffic At The End Of Each Work Day.

━━━━ Immediate Construction
──── Existing Pavement
– – – – Existing Ground Line

STAGE SURFACING

2-3

PIPE DATA

GENERAL NOTES:

1. A check (✓) indicates column heading applies.
2. A new pipe culvert installation shall be of like material throughout.
3. Extension of existing metal culverts may be of unlike metal or corrugations. For connecting details, see standard drg. 2091-B.
4. Dimensions shown are nominal.
5. All pipes shall conform to the AASHTO specification applicable for the type of material and the diameter of the pipe involved.

FOOTNOTES:

① Design height of cover shall be measured to subgrade.

② Cross-sectional dimensions may vary with different materials. When galvanized iron or steel and aluminum are acceptable alternates use a separate line for each type of material.

③ Cross-sectional shape of pipe normal to longitudinal axis, prior to loading.
A = Arch Type
R = Round
E = Elliptical (5% nominal elongation)

④ Minimum allowable diameter for Class I nonreinforced concrete pipe is 15 inches.

⑤ Abbreviations for protective coatings for metal pipe
A = Type A asphalt coated
C = Type C asphalt coated with paved invert
D = Type D asphalt coated and fully lined
AP = Asbestos protected
U = Uncoated

⑥ Abbreviations for existing pipe materials
Ab = Asbestos cement
Al = Corrugated aluminum
Co = Concrete
Pl = Plastic
St = Corrugated steel
X = Other material, see remarks column

SHEET NUMBER	NOTE No. ON PLANS	DESIGN HEIGHT OF COVER ① (Feet)	PIPE — CIRCULAR OR ELLIPTICAL — SIZE IN INCHES / LENGTH IN FEET										ARCH TYPE — Annular or Helical Riveted, Welded or Lock-Seam SIZE (Inches)	ARCH TYPE — LENGTH (Feet)	STRUCTURAL PLATE CROSS-SECTIONAL DIMENSIONS ② SPAN (Feet-Inches)	RISE (Feet-Inches)	CORNER RADII (Inches)
				8	18	30											
2A	①	1		66													
	①	1		70													
2B	①	1			60												
M. P.																	
23.86		1			4												
24.98		1			16												
30.00		1			8												
30.52		1			6												
30.56		1			8												
30.76		1			6												
30.94		1			18												
31.98		1			6												
32.12		1			14												
32.20		1			16												
32.52		1			16												
32.80		1				4											
33.50		1			6												
34.02		1			8												
34.32		1			4												

SHEET NUMBER	USE/INSTALLATION CRITERIA — DRAIN (PERFORATED)	CULVERT (ROAD APPROACH)	CULVERT (CONDUIT)	CULVERT	IRRIGATION	SIPHON	STORM SEWER	SANITARY SEWER	OTHERS (SEE REMARKS)	WATERTIGHT JOINTS	SLOPE ANCHORS	IMPERFECT TRENCH			TERMINAL TREATMENT — SLOPED ENDS LT/RT (Not For Conc. Pipe Over 54" Dia.)	SKEW NUMBER	PAVED END SLOPES NO.	ANNULAR OR HELICAL CORRUGATED — ALUMINUM — RIVETED, WELDED or LOCK SEAM 2⅔" x ½" PLATE THKN. (Inches)	CROSS SECTION ③	6" x 1" PLATE THKN. (Inches)	CROSS SECTION ③	COATING ⑤	BOLTED FABRICATION 9" x 2½" PLATE THKN. (Inches) TOP and SIDES	BOTTOM	CROSS SECTION ③	PAVED INVERT	ALUMI — RIV — 2⅔" x ½ PLATE THKN. (Inches)
2A	✓																	.060	R			U					.064
	✓																	.060	R			U					.064
2B		✓													3:1	90		.060	R			U					.064
M. P.																											
23.86				✓											3:1	90		.060	R			U					.064
24.98				✓											3:1	90		.060	R			U					.064
30.00				✓											3:1	90		.060	R			U					.064
30.52				✓											3:1	90		.060	R			U					.064
30.56				✓											3:1	90		.060	R			U					.064
30.76				✓											3:1	90		.060	R			U					.064
30.94				✓											3:1	90		.060	R			U					.064
31.98				✓											3:1	90		.060	R			U					.064
32.12				✓											3:1	90		.060	R			U					.064
32.20				✓											3:1	90		.060	R			U					.064
32.52				✓											3:1	90		.060	R			U					.064
32.80				✓											3:1	90		.060	R			U					.064
33.50				✓											3:1	90		.060	R			U					.064
34.02				✓											3:1	90		.060	R			U					.064
34.32				✓											3:1	90		.060	R			U					.064

17V-237

TA SHEET

tings for metal pipe

ith paved invert
nd fully lined

materials

rks column

Drg. Nos.
- ☐ 2050 Manholes-Cast-in-Place, Covers
- ☐ 2050A Manholes Precast
- ☐ 2091 Slope Anchors
- ☒ 2091B Coupling Band
- ☐ 2105 Conc. Inlets
- ☐ 2105A Conc. Inlets
- ☒ 2112 Sloped Ends, Metal
- ☒ 2121 Sloped Ends, Conc.
- ☐ 2123 Paved End Slope
- ☐ 2132 Slotted Drains

BLUE MOUNTAIN SUMMIT~ELGIN SECTION WESTON ELGIN HIGHWAY UNION COUNTY				SHEET No. 2D
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	PLH-FH-89(4)		See Index

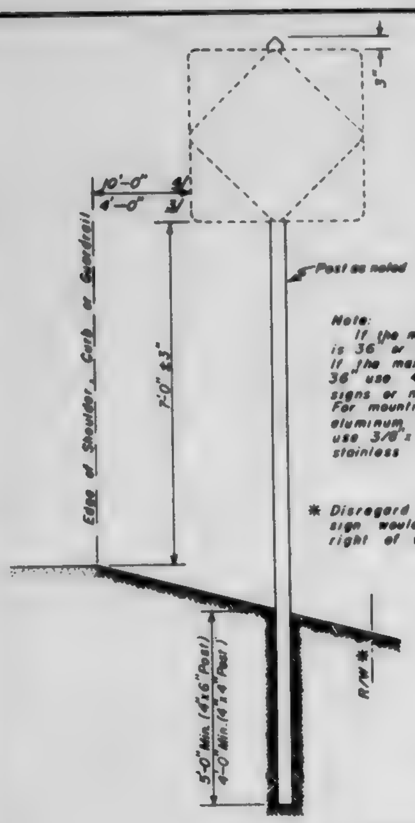
GAGE EQUIVALENCE TABLE

GAGE	GALV. IRON & STEEL	ALUMINUM
	THICKNESS IN INCHES	
18	0.052	0.048
16	0.064	0.060
14	0.079	0.075
12	0.109	0.105
10	0.138	0.135
8	0.168	0.164

ALTERNATE MATERIALS — HELICAL CORRUGATED METAL AND STRUCTURAL PLATE — ALUMINUM COATED OR GALVANIZED IRON AND STEEL — SIZE OF CORRUGATIONS / RIGID — PRE-CAST CONCRETE (PLAIN, REINF.) / APPURTENANCES — MANHOLES, INLETS / EXTENSION / REMARKS

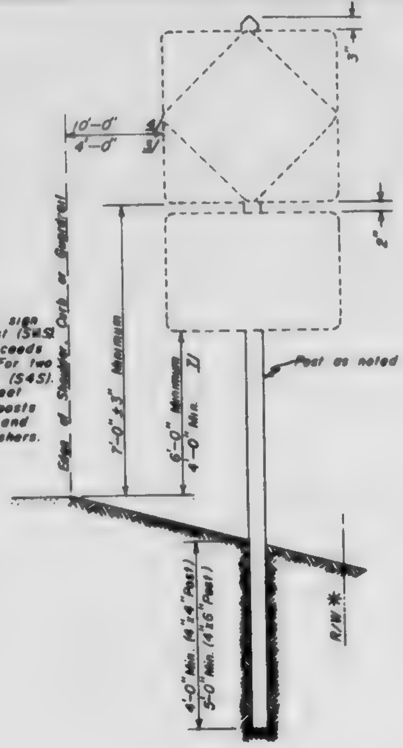
GATIONS OLTED FABRICATION 9" x 2½" LATE THKN. (Inches) TOP nd DES	BOTTOM	CROSS SECTION ③	PAVED INVERT	RIVETED, WELDED or LOCK SEAM 2⅔" x ½" PLATE THKN. (Inches)	CROSS SECTION ③	3" x 1" PLATE THKN. (Inches)	CROSS SECTION ③	125mm x 25mm PLATE THKN. (Inches)	CROSS SECTION ③	Coating ⑤ (Galvanized)	Coating ⑤ (Aluminum)	BOLTED FABRICATION 6" x 2" PLATE THKN. (Inches) TOP and SIDES	BOTTOM	CROSS SECTION ③	PAVED INVERT	PLAIN ④ 1	2	3	REINF. III	IV	V	CAST-IN-PLACE CONCRETE			CORRUGATED POLYETHYLENE	MANHOLES DEPTH, TOP OF COVER TO INVERT FT.	DIAMETER OF LARGEST PIPE IN BASE IN.	CONC. PRECAST	CAST-IN-PLACE	DROP MANHOLE	WITH GRATE	SPECIAL	INLETS TYPE Number Required					LEFT FEET	RIGHT FEET	EXTE. PIPE MATERIAL ⑥	TRENCH EXC. C.Y.	REMARKS
				.064	R					U	U																															Trench Exc: See Sht. 2A
				.064	R					U	U																															" " " " "
				.064	R					U	U									✓																						Required If Prosp. Matl.
																																										Source Is Used
				.064	R					U	U																											4		St	1	
				.064	R					U	U																											8	8	St	6	
				.064	R					U	U																											8		St	3	
				.064	R					U	U																											6		St	2	
				.064	R					U	U																											8		St	3	
				.064	R					U	U																											6		St	2	
				.064	R					U	U																											8	10	St	8	
				.064	R					U	U																											6		St	3	
				.064	R					U	U																											4	10	St	5	
				.064	R					U	U																											8	8	St	6	
				.064	R					U	U																											8	8	St	6	
				.064	R					U	U																											4		St	1	
				.064	R					U	U																											6		St	2	
				.064	R					U	U																											8		St	3	
				.064	R					U	U																												4	St	1	

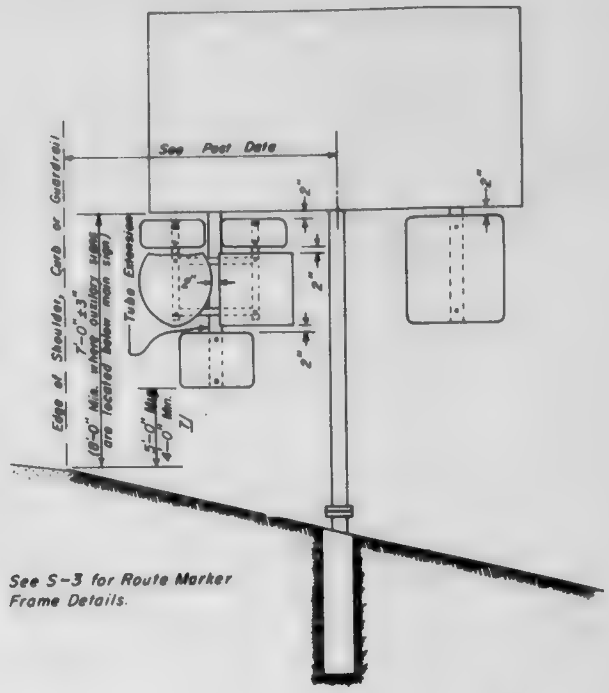
3-12-84


3"
10'-0" 4/
4'-0" 3/
Post as noted
Edge of Shoulder, Curb or Guardrail
7'-0" ± 3"
R/W *
5'-0" Min. (4"x6" Post)
4'-0" Min. (4"x4" Post)

Note:
If the maximum dimension of sign is 36" or less, use 4"x 4" post (S4S). If the maximum dimension exceeds 36" use 4"x 6" post (S4S). For two signs or more use 4"x 6" post (S4S). For mounting plywood or sheet aluminum signs on wooden posts use 3/8"x 3" galv. lag bolts and stainless steel neoprene washers.

* Disregard clearance if sign would extend beyond right of way.


3"
10'-0" 4/
4'-0" 3/
2"
Post as noted
Edge of Shoulder, Curb or Guardrail
7'-0" ± 3" Minimum
6'-0" Minimum 7/
4'-0" Min.
R/W *
4'-0" Min. (4"x4" Post)
5'-0" Min. (4"x6" Post)


See Post Data
2"
2"
2"
2"
Tube Extension
Edge of Shoulder, Curb or Guardrail
7'-0" ± 3"
(8'-0" Min. where auxiliary signs are located below main sign)
5'-0" Min.
4'-0" Min. 7/

See S-3 for Route Marker Frame Details.

TYPICAL SIGN INSTALLATIONS

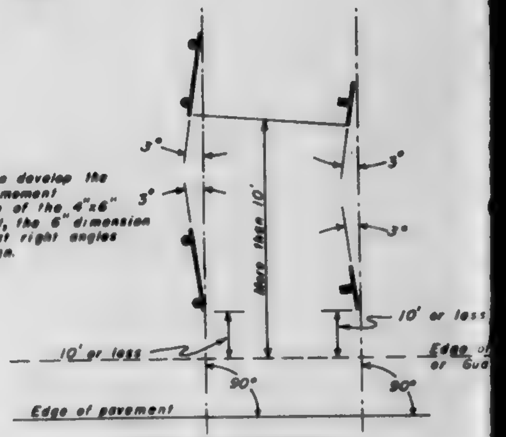
STANDARD SIGN CLEARANCES

TO BE USED IF NO CLEARANCE IS INDICATED IN POST DATA

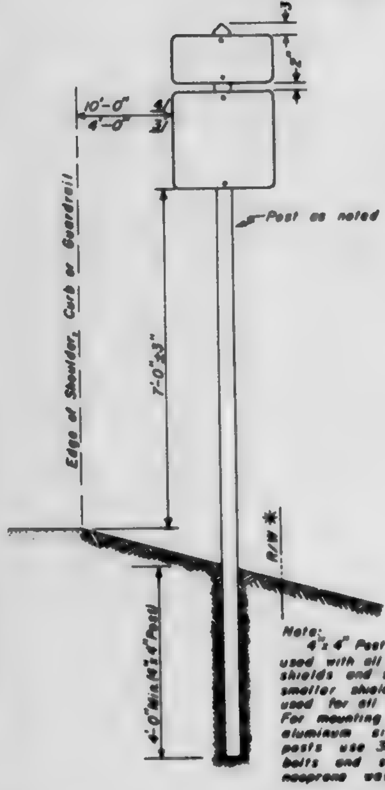
TYPE SIGN	BEHIND GUARDRAIL 3/	NOT BEHIND GUARDRAIL
Route Shields	4'-0"	10'-0" 4/
Control Signs 6/	4'-0"	10'-0" 4/
Guide Signs 1/	4'-0"	30'-0" 5/
Guide Signs 2/	4'-0"	20'-0" 5/

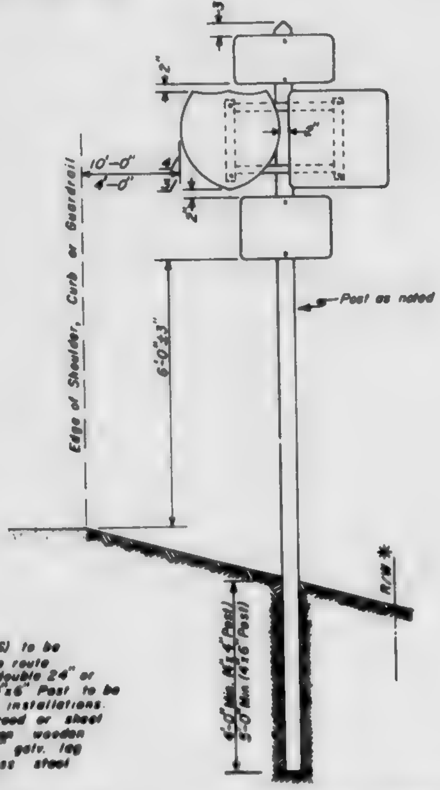
1/ Signs on main highway.
2/ Signs at ramp terminal.
3/ Distance from edge of sign to face of guardrail.
4/ Distance from edge of sign to curb or edge of shoulder.
5/ Distance from center of nearest post to curb or edge of shoulder.
6/ "STOP" signs shall always be installed at 6'-0" clearance, if not behind guardrail.
7/ For 2 lane rural roads only.

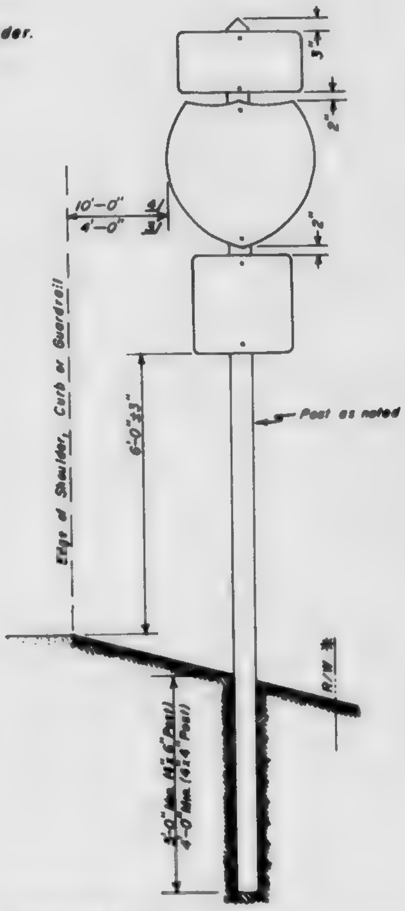
Note: In order to develop the maximum moment resistance of the 4"x6" wood post, the 6" dimension is to be at right angles to the sign.


3°
3°
3°
3°
More than 10'
10' or less
10' or less
Edge of
or Gua
90°
90°
Edge of pavement

SIGN PLACEMENT

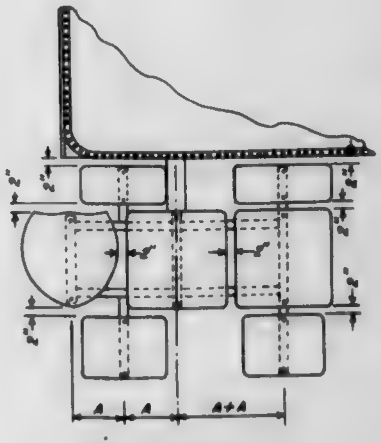

3"
2"
10'-0" 4/
4'-0" 3/
Post as noted
Edge of Shoulder, Curb or Guardrail
7'-0" ± 3"
R/W *
4'-0" Min. (4"x4" Post)


3"
2"
2"
2"
10'-0" 4/
4'-0" 3/
Post as noted
Edge of Shoulder, Curb or Guardrail
6'-0" ± 3"
R/W *
4'-0" Min. (4"x4" Post)
5'-0" Min. (4"x6" Post)


3"
2"
2"
10'-0" 4/
4'-0" 3/
Post as noted
Edge of Shoulder, Curb or Guardrail
6'-0" ± 3"
R/W *
5'-0" Min. (4"x6" Post)
4'-0" Min. (4"x4" Post)

Note:
4"x 4" Post (S4S) to be used with all single route shields and with double 24" or smaller shields. 4"x 6" Post to be used for all other installations. For mounting plywood or sheet aluminum signs on wooden posts use 3/8"x 3" galv. lag bolts and stainless steel neoprene washers.

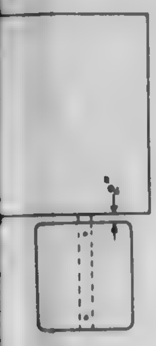
* Disregard clearance if sign would extend beyond right of way.

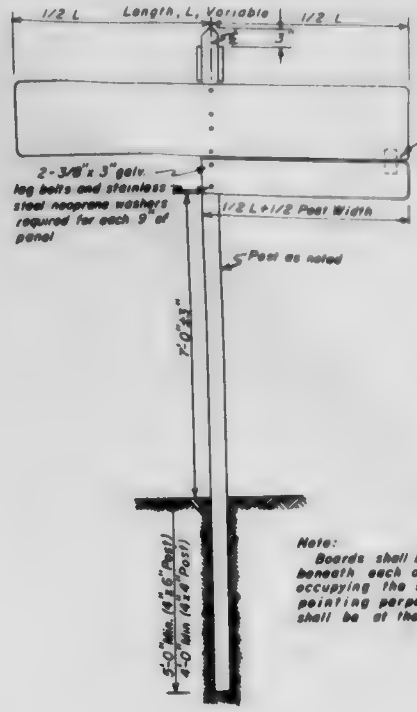

2"
2"
2"
2"
2"
2"
A
A
A+A

See S-3 for Route Marker Frame Details.

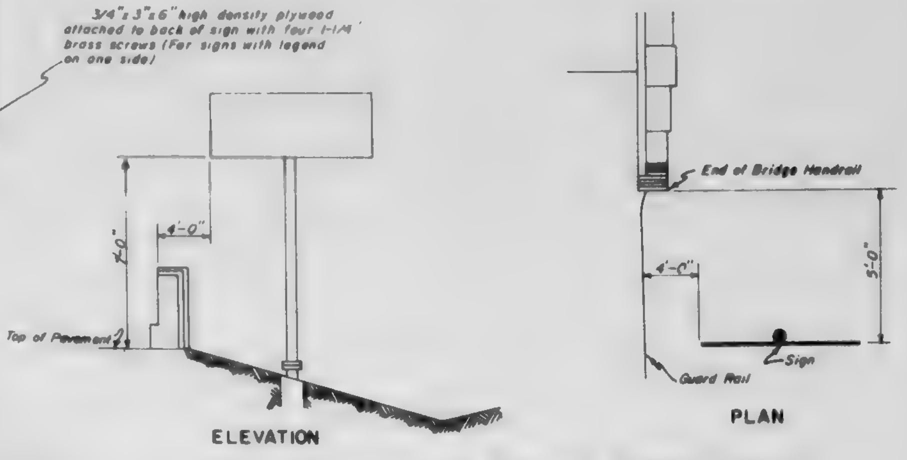
ROUTE MARKER ASSEMBLIES

3-2.1

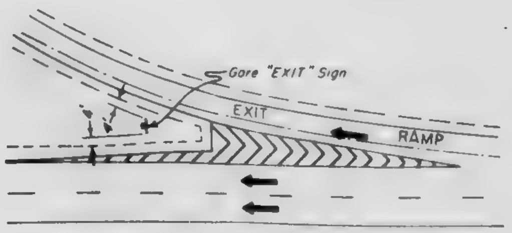



1/2 L
Length, L, Variable
1/2 L
3"
3/4" x 3" x 6" high density plywood attached to back of sign with four 1-1/4" brass screws (For signs with legend on one side)
2-3/8" x 3" galv. lag bolts and stainless steel neoprene washers required for each 9" of panel
1/2 L + 1/2 Post Width
Post as noted
7'-0" ± 3"
5'-0" Min. (4" x 6" Post)
4'-0" Min (4 x 4" Post)

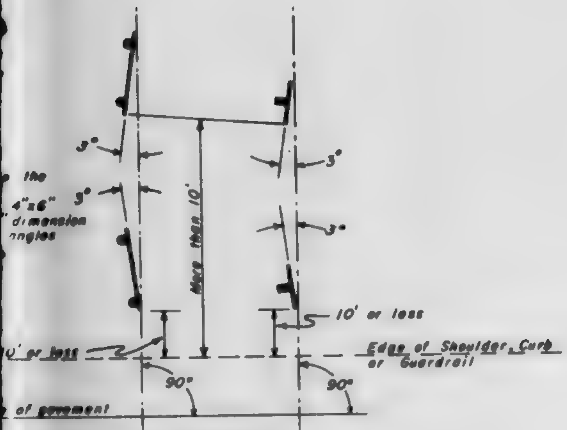
Note:
Boards shall be mounted immediately beneath each other, with no two boards occupying the same elevation. Boards pointing perpendicular to the roadway shall be at the top of the post.


7'-0"
4'-0"
Top of Pavement
ELEVATION
End of Bridge Handrail
4'-0"
5'-0"
Sign
Guard Rail
PLAN

SIGN LOCATION FOR FREEWAY OVERCROSSING


Gore "EXIT" Sign
EXIT
RAMP

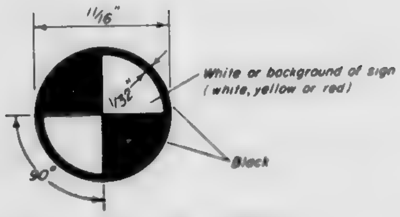
TYPICAL "EXIT" SIGN INSTALLATION


the
4" x 6"
dimension
angles
3°
3°
3°
3°
More than 10'
10' or less
10' or less
Edge of Shoulder, Curb or Guardrail
90°
90°
of pavement

SIGN PLACEMENT

TYPE	SIGN	BACKGROUND	LEGEND
A	Aluminum Panels	Green non-reflectorized sheeting	Reflectorized White removable
AA	Aluminum Panels	Green reflectorized sheeting	Reflectorized White removable
B	Aluminum Panels	Blue non-reflectorized sheeting	Reflectorized White removable
BB	Aluminum Panels	Blue reflectorized sheeting	Reflectorized White removable
C	Sheet Aluminum or Plywood	White reflectorized sheeting	Non-reflectorized Black screened
D	Sheet Aluminum or Plywood	Yellow reflectorized sheeting	Non-reflectorized Black screened
E	Sheet Aluminum or Plywood	White reflectorized sheeting overlaid with Red transparent paste	Reflectorized White screened
F	Sheet Aluminum or Plywood	White reflectorized sheeting overlaid with Red and Blue transpar. paste	Reflectorized White screened
G	Sheet Aluminum or Plywood	White reflectorized sheeting overlaid with Blue transparent paste	Reflectorized White screened
M	Sheet Aluminum	White reflectorized sheeting overlaid with Red and Blue transpar. paste	Reflectorized White screened
P	Plywood	Green Acrylic overlay	Reflectorized White Cut Out
Q	Plywood	Blue Acrylic overlay	Reflectorized White Cut Out
R	Sheet Aluminum	White reflectorized sheeting	Non-reflectorized Black screened
T	Sheet Aluminum or Plywood	White reflectorized sheeting	Transparent Red screened
U	Plywood	Green reflectorized sheeting	Reflectorized White Cut Out
V	Plywood	Blue reflectorized sheeting	Reflectorized White Cut Out
CC	Sheet Aluminum or Plywood	White non-reflectorized sheeting	Non-reflectorized Black screened
DD	Sheet Aluminum or Plywood	Yellow non-reflectorized sheeting	Non-reflectorized Black screened
O	Sheet Aluminum or Plywood	Orange reflectorized sheeting	Non-reflectorized Black screened
H	Sheet Aluminum or Plywood	White reflectorized sheeting	Screened non-reflectorized Black with a reflectorized circle and continuous diagonal bar overlaid with Red transparent paste
I	Sheet Aluminum or Plywood	Yellow reflectorized sheeting (The center circle shall be part of background)	Screened non-reflectorized Black and reflectorized circles overlaid with Red and Green transparent paste
EE	Sheet Aluminum or Plywood	Silver-white encapsulated reflective sheeting overlaid with Red transparent paste	Encapsulated reflectorized Silver-white screened.
EEE	Sheet Aluminum or Plywood	White reflectorized sheeting (Outer triangle is part of legend)	Screened Red transparent paste

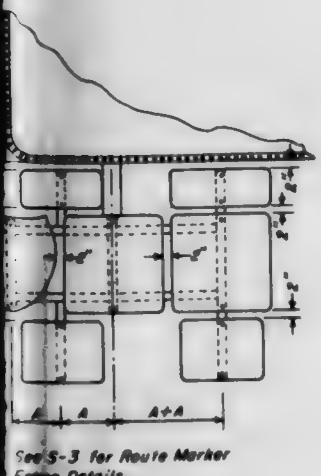
MATERIAL DESCRIPTION


1 1/16"
1/32"
White or background of sign (white, yellow or red)
Black
90°

SIGN IDENTIFICATION MARKER

Note:
Sign identification markers shall be located on the face and approximately 1/2" inside the border on all regulatory and warning signs. The marker shall be located in the lower left hand corner on all square and rectangular signs and centered on the bottom of the sign on all other shapes (diamond, round, octagon, etc.)

The marker may be applied by any method desired. The application process shall be in conformance with industry standards and last the life of the sign



See S-3 for Route Marker Frame Details.

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.
DO NOT SCALE

Note:
Signing details shown on this sheet are intended to convey "typical" conditions only. Individual locations may require installation different from those shown.

DATE	INITIAL	REVISION
9/72	ZCG	Added Type "EE"
2/74	ZLG	Removed Arrow Detail
2/74	ZLG	Added Type "EEE" Signs
2/74	ZLG	Revised "EXIT" Sign Locations
5/74	ZLG	Added "typical conditions" note
7/74	ZLG	Revised Type "C", "D", "H", "I", & "EEE" Signs
9/74	ZLG	Revised Type "C", "D", "H", "I", & "EEE" Signs
8/75	ZLG	Added Sign Identification Marker.
3/79	ZLG	Revised Type "A" and "B" Signs.

APPROVED L. E. George
TRAFFIC ENGINEER

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

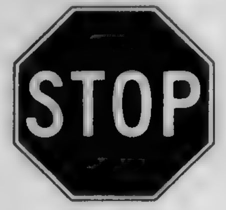
STANDARD SIGNING DETAILS INSTALLATION

DATE June, 1972

T.E.S. DWG NO S-1

2-4

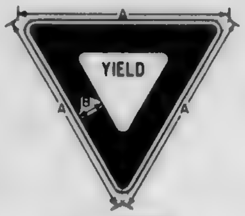
Corners not to be rounded



Type "EE"

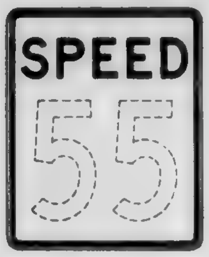
SIGN SPECIFICATIONS			
SIGN NUMBER	BOARD SIZE	LETTERS	BORDER
R1-1-24	24"x24"	8"-C *	⅝"
R1-1-30	30"x30"	10"-C *	⅝"

* Reduce spacing by 40%.



Type "EEE"

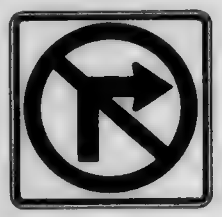
SIGN SPECIFICATIONS						
SIGN NUMBER	DIMENSIONS		BORDER	CORNER RADIUS	LEGEND RADIUS	LETTERS
	A	B				
R1-2-36	36"	5"	⅝"	2"	1½"	3"-C
R1-2-48	48"	6"	1"	3"	2"	4"-C



SIGN SPECIFICATIONS					
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES			
		LINE	LINE 2	LINE 3	LINE 4
OR2-1-48	36"x48"	6"-D	20"-C		
OR2-1-60	48"x60"	8"-D	30"-C		

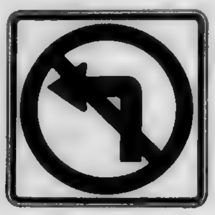
S G	
SIGN NUMBER	BOAR SIZE
OR2-6-48	36"x4

* Reduce sp



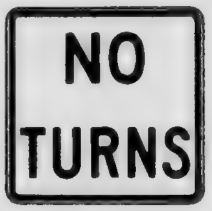
Type "H"

SIGN SPECIFICATIONS					
SIGN NUMBER	BOARD SIZE				
R3-1-24	24"x24"				
R3-1-30	30"x30"				
R3-1-36	36x36"				



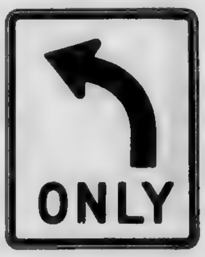
Type "H"

SIGN SPECIFICATIONS					
SIGN NUMBER	BOARD SIZE				
R3-2-24	24x24"				
R3-2-30	30"x30"				
R3-2-36	36x36"				



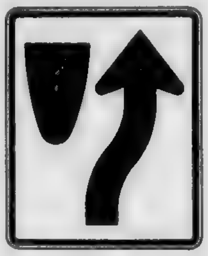
SIGN SPECIFICATIONS					
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES			
		LINE 1	LINE 2	LINE 3	LINE 4
R3-3-24	24"x24"	6"-D	5"-D*		

* Reduce spacing by 35%.

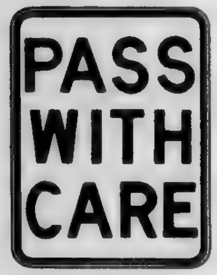


SIGN SPECIFICATIONS				
SIGN NUMBER	BOARD SIZE	LETTERS	ARROW	
			HEAD	SHAFT
R3-5L-36	30"x36"	6"-D	10¼"x8⅝"	3⅝"

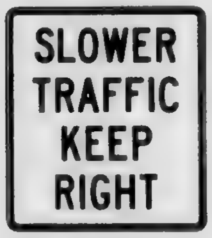
SIGN	BOAR S. E
R3-5R-36	30"x3



SIGN SPECIFICATIONS				
SIGN NUMBER	BOARD SIZE			
R4-7-30	24"x30"			
R4-7-48	36"x48"			

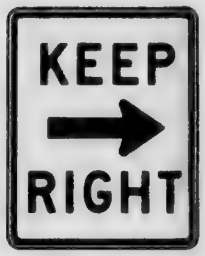


SIGN SPECIFICATIONS					
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES			
		LINE 1	LINE 2	LINE 3	LINE 4
R4-2-48	36"x48"	8"-C	8"-C	8"-C	



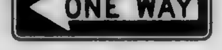
SIGN SPECIFICATIONS					
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES			
		LINE 1	LINE 2	LINE 3	LINE 4
R4-3-48	36"x48"	6"-D*	6"-D*	6"-D	6"-D
R4-3-60	48"x60"	8"-D*	8"-D*	8"-D	8"-D

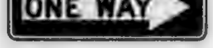
* Reduce spacing by 25%.



SIGN SPECIFICATIONS					
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES		ARROW	
		LINE 1	LINE 2	HEAD	SHAFT
R4-7a-30	24"x30"	5"-D	5"-D	7"x6¼"	2⅝"
R4-7a-48	36"x48"	8"-D	8"-D	8¾"x10"	4⅛"

S		
SIGN NUMBER	BOARD SIZE	LE
R4-7b-30	24"x30"	
R4-7b-48	36"x48"	

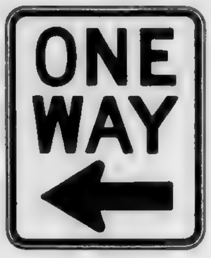




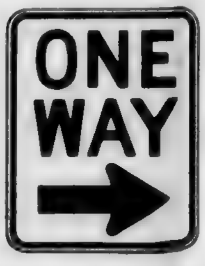
Non-reflectorized black letters and background
Reflectorized white arrow symbol and ½ flush border.

SIGN SPECIFICATIONS				
SIGN NUMBER	BOARD SIZE	LETTERS	ARROW	
			HEAD	SHAFT
R6-1L-12	36"x12"	4"-C	9⅝"x6⅝"	5¼"

SIGN SPECIFICATIONS				
SIGN NUMBER	BOARD SIZE	LETTERS	ARROW	
			HEAD	SHAFT
R6-1R-12	36"x12"	4"-D	9⅝"x6⅝"	5¼"



SIGN SPECIFICATIONS				
SIGN NUMBER	BOARD SIZE	LETTERS	ARROW	
			HEAD	SHAFT
R6-2L-24	18"x24"	5"-D	8½"x4½"	2¼"
R6-2L-30	24"x30"	6"-D	9½"x6½"	3"



SIGN SPECIFICATIONS				
SIGN NUMBER	BOARD SIZE	LETTERS	ARROW	
			HEAD	SHAFT
R6-2R-24	18"x24"	5"-D	[illegible]	2¼"
R6-2R-30	24"x30"	6"-D	[illegible]	3"

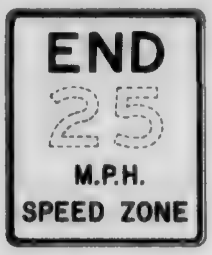
S	
SIGN NUMBER	BOAR S.ZE
R6-4-36	48x14

* Reduce sp

All signs on this sheet shall be Type "C" unless noted otherwise

Regulatory signs shall have non-reflectorized black letters, symbols and borders on a white background, unless noted otherwise. All backgrounds shall be reflectorized. The Federal Highway Administration's standard rounded capital letter alphabets and letter spacing shall be used unless noted otherwise. For detailed sign drawings and dimensions, see the publication "Standard Highway Signs" by the Federal Highway Administration, 1971. The border, margin and corner radii shall be as follows unless noted otherwise

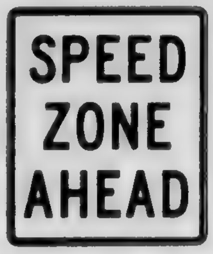
BOARD DIMENSIONS	BORDER	MARGIN	CORNER RADI
Either or both less than 30"	5/8"	3/8"	1 1/2
Both 30"	3/4"	1/2"	1 7/8
Both more than 30" & either less than 48"	7/8"	5/8"	2 1/4
Both 48" or larger	1 1/4"	3/4"	3



SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES			
		LINE 1	LINE 2	LINE 3	LINE 4
OR2-6-48	36"x48"	6"-E	15"-E	4"-D	4"-D*

* Reduce spacing by 33%.

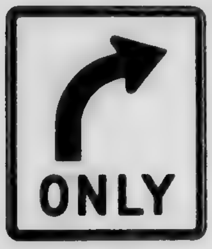


SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES			
		LINE 1	LINE 2	LINE 3	LINE 4
R2 5C 48	36"x48"	8"-C	8"-C	8"-C	
R2 5C-60	48"x60"	10"-C	10"-C	10"-C	

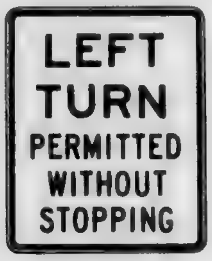
SPECIFICATIONS

LETTERS	ARROW	
	HEAD	SHAFT
6"-D	10½"x8½"	3½"



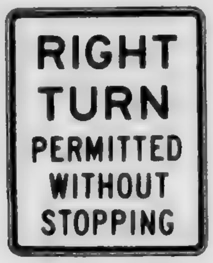
SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTERS	ARROW	
			HEAD	SHAFT
R3-5R-36	30"x36"	6"-D	10½"x8½"	3½"



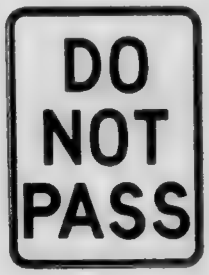
SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES				
		LINE 1	LINE 2	LINE 3	LINE 4	LINE 5
OR3-10-30	24"x30"	4"-E	4"-E	3"-C	3"-C	3"-C



SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES				
		LINE 1	LINE 2	LINE 3	LINE 4	LINE 5
OR3-11-30	24"x30"	4"-E	4"-E	3"-C	3"-C	3"-C



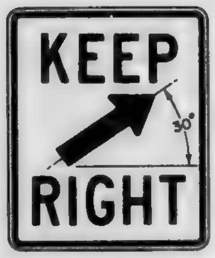
SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES			
		LINE 1	LINE 2	LINE 3	LINE 4
R4- -48	36"x48"	8"-D	8"-D	8"-D*	

* Reduce spacing by 40%.

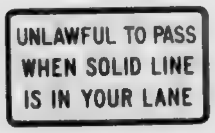
SPECIFICATIONS

HEIGHT & SERIES	ARROW	
LINE 2	HEAD	SHAFT
5"-D	7"x5¼"	2⅝"
6"-D	12¼"x10"	4½"



SIGN SPECIFICATIONS

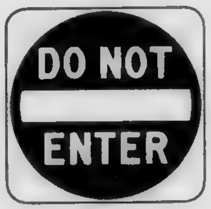
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES		ARROW	
		LINE 1	LINE 2	HEAD	SHAFT
R4-7b-30	24"x30"	5"-D	5"-D	7"x5¼"	2⅝"
R4-7b-48	36"x48"	8"-D	8"-D	12¼"x10"	4½"



SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES			
		LINE 1	LINE 2	LINE 3	LINE 4
OR4-9-36	60"x36"	5½"-C*	5½"-C	5½"-C	

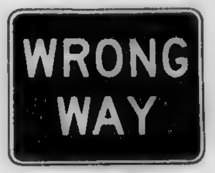
* Reduce spacing by 50%.



Type "EE"

SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER LINE 1	HEIGHT LINE 2	CIRCLE DIA	BAND WIDTH
R5- -30	30"x30"	4"-D	4"-D	29"	5"
R5- -36	36"x36"	5"-D	5"-D	35"	6"
R5-1-48	48"x48"	6"-D	6"-D	47"	8"



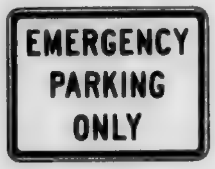
Type "EE"

SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES		BORDER	CORNER RADIUS
		LINE 1	LINE 2		
R5-9-18	30"x18"	5"-D	5"-D	[illegible]	[illegible]
R5-9-24	36"x24"	6"-D	6"-D	[illegible]	[illegible]
R5-9-30	48"x30"	8"-D	8"-D	[illegible]	[illegible]

SPECIFICATIONS

LETTERS	ARROW	
	HEAD	SHAFT
5"-D	[illegible]	[illegible]
6"-D	[illegible]	[illegible]



SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES			
		LINE 1	LINE 2	LINE 3	LINE 4
R8-4-36	48"x36"	6"-D*	6"-D	6"-D	

* Reduce spacing by 50%.

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.
DO NOT SCALE

DATE	INITIAL	REVISION
9/72		Revised R5-9 & R5-1
4/73		General Revision
1/74		Deleted OR2-7
1/74		Added R1-2
7/74		Revised R1-1
4/76		Revised OR4-9
4/76		Deleted OR2-1a & R2-2
4/76		Added OR2-6
4/79		Removed Plaques.
9/80		Revised R2-5C

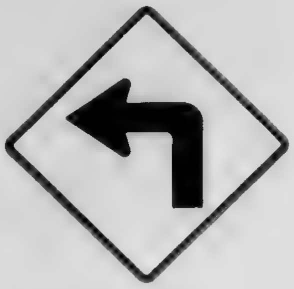
APPROVED George
TRAFFIC ENGINEER

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

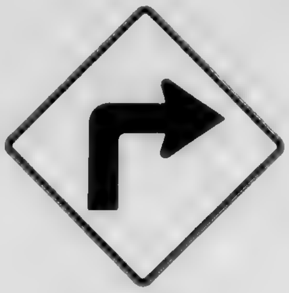
STANDARD SIGNING DETAILS REGULATORY SIGNS

DATE June 1972

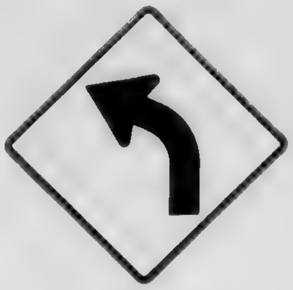
T.E.S. DWG. NO. S-5



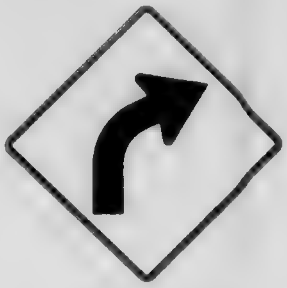
SIGN SPECIFICATIONS	
SIGN NUMBER	BOARD SIZE
W1-1L-30	30 x 30
W1-1L-48	48 x 48



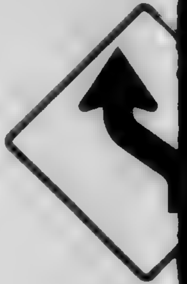
SIGN SPECIFICATIONS	
SIGN NUMBER	BOARD SIZE
W1-1R-30	30 x 30
W1-1R-48	48 x 48



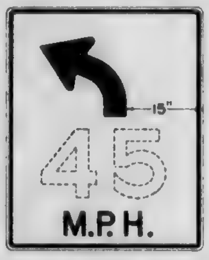
SIGN SPECIFICATIONS	
SIGN NUMBER	BOARD SIZE
W1-2L-30	30 x 30
W1-2L-48	48 x 48



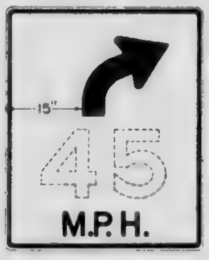
SIGN SPECIFICATIONS	
SIGN NUMBER	BOARD SIZE
W1-2R-30	30 x 30
W1-2R-48	48 x 48



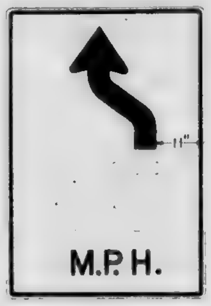
SIGN SPECIF	
SIGN NUMBER	BO
W1-4L-30	
W1-4L-48	



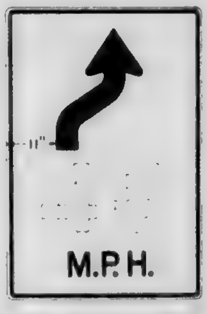
SIGN SPECIFICATIONS			
SIGN NUMBER	BOARD SIZE	LETTER LINE 1	HEIGHT LINE 2
OW1-8L-60	48"x60"	16"-E	6"-E



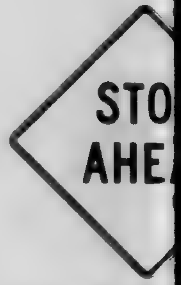
SIGN SPECIFICATIONS			
SIGN NUMBER	BOARD SIZE	LETTER LINE 1	HEIGHT LINE 2
OW1-8R-60	48"x60"	16"-E	6"-E



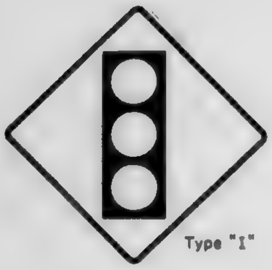
SIGN SPECIFICATIONS			
SIGN NUMBER	BOARD SIZE	LETTER LINE 1	HEIGHT LINE 2
OW1-9L-72	48"x72"	16"-E	6"-E



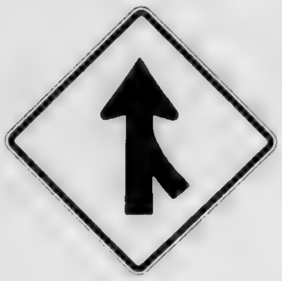
SIGN SPECIFICATIONS			
SIGN NUMBER	BOARD SIZE	LETTER LINE 1	HEIGHT LINE 2
OW1-9R-72	48"x72"	16"-E	6"-E



SIGN SPECIF		
SIGN NUMBER	BOARD SIZE	LETTE LINE 1
W3-1-36	36"x36"	7"-D
W3-1-48	48"x48"	9"-D

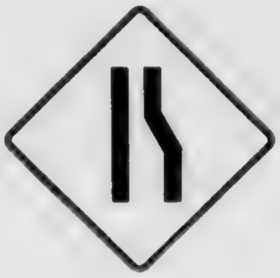


SIGN SPECIFICATIONS				
SIGN NUMBER	BOARD SIZE	PLAQUE SIZE	LETTER HEIGHT & SERIES LINE 1	LINE 2
W3-3-36	36"x36"		4"-D	4"-D
W3-3-48	48"x48"		6"-D	6"-D

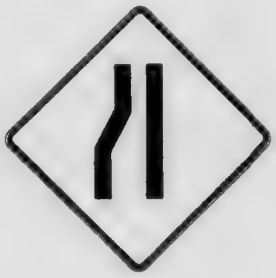


SIGN SPECIFICATIONS			
SIGN NUMBER	BOARD SIZE	PLAQUE SIZE	LETTER HEIGHT & SERIES LINE 1
W4-1-30	30"x30"		5"-D*
W4-1-48	48"x48"		8"-D*

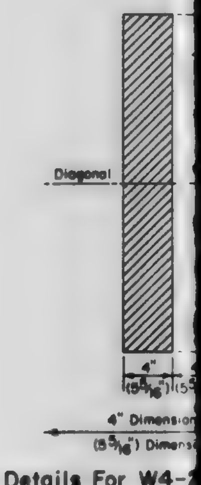
* Reduce spacing by 20%.



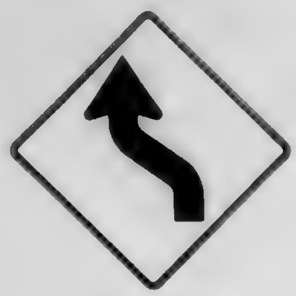
SIGN SPECIFICATIONS	
SIGN NUMBER	BOARD SIZE
W4-2L-36	36"x36"
W4-2L-48	48"x48"



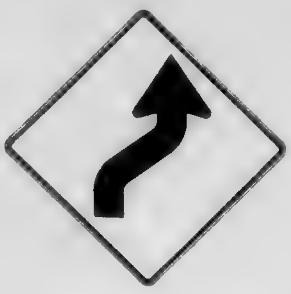
SIGN SPECIFICATIONS	
SIGN NUMBER	BOARD SIZE
W4-2R-36	36"x36"
W4-2R-48	48"x48"



Details For W4-



SIGN SPECIFICATIONS	
SIGN NUMBER	BOARD SIZE
W1-4L-30	30 x 30
W1-4L-48	48 x 48

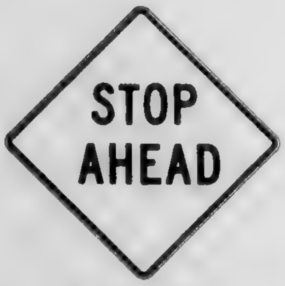


SIGN SPECIFICATIONS	
SIGN NUMBER	BOARD SIZE
W1-4R-30	30 x 30
W1-4R-48	48 x 48

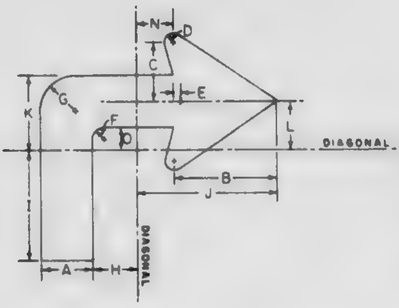
All signs on this sheet shall be Type "D" when used as permanent signing and Type "O" when used on maintenance or construction work, unless noted otherwise

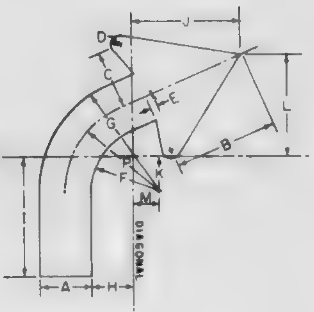
Warning signs shall have non-reflectorized black letters, symbols and borders on a yellow or orange background, unless noted otherwise All backgrounds shall be reflectorized The Federal Highway Administrations standard rounded capital letter alphabets and letter spacing shall be used unless noted otherwise For detailed sign drawings and dimensions, see the publication "Standard Highway Signs" by the Federal Highway Administration, 1971 The border, margin, and corner radii shall be as follows unless noted otherwise

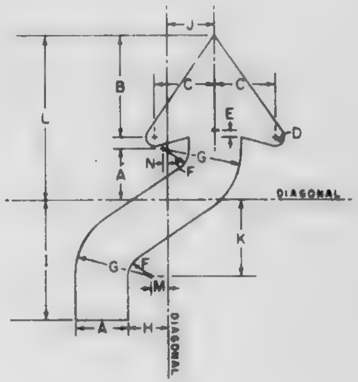
BOARD DIMENSIONS	BORDER	MARGIN	CORNER RADII
Either or both less than 30"	5/8"	3/8"	1 1/2"
Both 30"	3/4"	1/2"	1 7/8"
Both more than 30" & either less than 48"	7/8"	5/8"	2 1/4"
Both 48" or larger	1 1/4"	3/4"	3"



SIGN SPECIFICATIONS					
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES			
		LINE 1	LINE 2	LINE 3	LINE 4
W3-1-36	36"x36"	7"-D	7"-C		
W3-1-48	48"x48"	9"-D	9"-C		

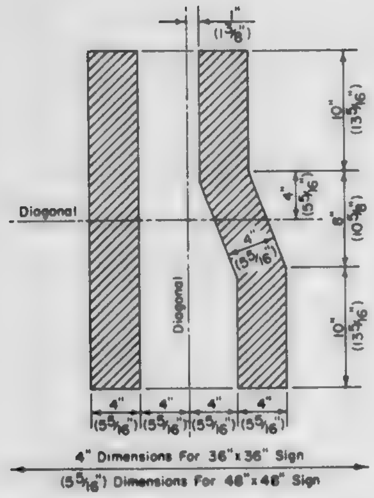






SIGN NO.	BOARD SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
W1-1L-30	30"x30"	4 3/8	8 7/8	5	7/8	11/16	1	3	3 3/4	9 11/16	12	6 1/4	4 1/16	—	3 1/8	1 7/8	—
W1-1L-48	48"x48"	7	14 3/16	8	1 3/8	1 1/16	1 5/8	4 7/8	6	15 1/2	19 3/16	10	6 1/2	—	5	3	—
W1-1R-30	30"x30"	4 3/8	8 7/8	5	7/8	11/16	1	3	3 3/4	9 11/16	12	6 1/4	4 1/16	—	3 1/8	1 7/8	—
W1-1R-48	48"x48"	7	14 3/16	8	1 3/8	1 1/16	1 5/8	4 7/8	6	15 1/2	19 3/16	10	6 1/2	—	5	3	—
W1-2L-30	30"x30"	4 3/8	8 7/8	5	7/8	11/16	5 5/8	10	3 7/16	10 5/16	9 1/16	2 15/16	8 7/8	2 3/16	—	—	7 13/16
W1-2L-48	48"x48"	7	14 3/16	8	1 3/8	1 1/16	9	16	5 1/2	16 1/2	14 1/2	4 11/16	14 3/16	3 1/2	—	—	12 1/2
W1-2R-30	30"x30"	4 3/8	8 7/8	5	7/8	11/16	5 5/8	10	3 7/16	10 5/16	9 1/16	2 15/16	8 7/8	2 3/16	—	—	7 13/16
W1-2R-48	48"x48"	7	14 3/16	8	1 3/8	1 1/16	9	16	5 1/2	16 1/2	14 1/2	4 11/16	14 3/16	3 1/2	—	—	12 1/2
W1-4L-30	30"x30"	4 3/8	8 7/8	5	7/8	11/16	1 7/8	6 1/4	3 9/32	10 5/16	3 15/16	6 9/16	14 1/16	1 13/32	3/8	—	—
W1-4L-48	48"x48"	7	14 3/16	8	1 3/8	1 1/16	3	10	5 1/4	16 1/2	6 5/16	10 1/2	22 1/2	2 1/4	5/8	—	—
W1-4R-30	30"x30"	4 3/8	8 7/8	5	7/8	11/16	1 7/8	6 1/4	3 9/32	10 5/16	3 15/16	6 9/16	14 1/16	1 13/32	3/8	—	—
W1-4R-48	48"x48"	7	14 3/16	8	1 3/8	1 1/16	3	10	5 1/4	16 1/2	6 5/16	10 1/2	22 1/2	2 1/4	5/8	—	—
OW1-8L-60	48"x60"	7	14 3/16	8	1 3/8	1 1/16	9	16	5 1/2	7 1/2	14 1/2	4 11/16	14 3/16	3 1/2	—	—	12 1/2
OW1-8R-60	48"x60"	7	14 3/16	8	1 3/8	1 1/16	9	16	5 1/2	7 1/2	14 1/2	4 11/16	14 3/16	3 1/2	—	—	12 1/2
OW1-9L-72	48"x72"	7	14 3/16	8	1 3/8	1 1/16	3	10	5 1/4	13 1/2	6 5/16	10 1/2	22 1/2	2 1/4	5/8	—	—
OW1-9R-72	48"x72"	7	14 3/16	8	1 3/8	1 1/16	3	10	5 1/4	13 1/2	6 5/16	10 1/2	22 1/2	2 1/4	5/8	—	—

ARROW DETAILS FOR W1 SERIES SIGNS



4" Dimensions For 36"x36" Sign

(5 5/16") Dimensions For 48"x48" Sign

Details For W4-2L (W4-2R Reversed)

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.

DO NOT SCALE

DATE	INITIAL	REVISION
4/73		General Revision
11/77		Revised OW1-8L & OW1-8R
4/79		Removed Plaques

APPROVED L. E. George
TRAFFIC ENGINEER

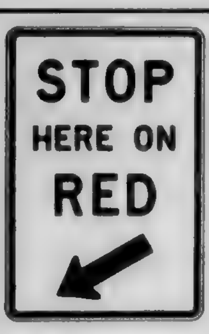
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

STANDARD
SIGNING DETAILS
WARNING SIGNS

DATE June 1972

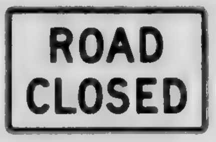
T.E.S. DWG. NO. S-6

2-6


STOP
HERE ON
RED

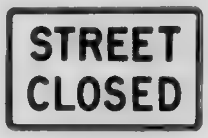
SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES		
		LINE 1	LINE 2	LINE 3
R10-6-36	24" x 36"	3"-D	3"-D	3"-D


ROAD
CLOSED

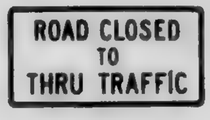
SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES	
		LINE 1	LINE 2
R11-2-30	48" x 30"	8"-D	8"-D


STREET
CLOSED

SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES	
		LINE 1	LINE 2
R11-2a-30	48" x 30"	8"-D	8"-D

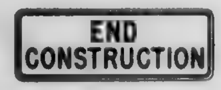

ROAD CLOSED
TO
THRU TRAFFIC

SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES			CORNER RADIUS
		LINE 1	LINE 2	LINE 3	
R11-4-30	60" x 30"	6"-C	5"-C	6"-C	1½"

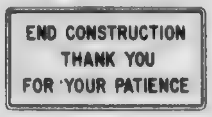
SIGN SPEC

SIGN NUMBER	BOARD SIZE
OR16-1-24	30"x24"


END
CONSTRUCTION

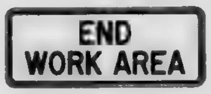
SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES	
		LINE 1	LINE 2
G20-2-24	60" x 24"	6"-C	6"-C


END CONSTRUCTION
THANK YOU
FOR YOUR PATIENCE

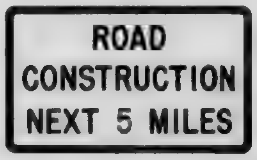
SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES			
		LINE 1	LINE 2	LINE 3	LINE 4
OG-20-3-48	96" x 48"	8"-C	8"-C	8"-C	


END
WORK AREA

SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES	
		LINE 1	LINE 2
OG20-4-24	60" x 24"	7"-C	7"-C


ROAD
CONSTRUCTION
NEXT 5 MILES

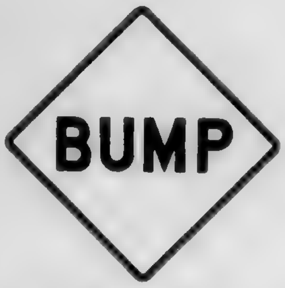
SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES		
		LINE 1	LINE 2	LINE 3
G20-1-36	60" x 36"	6"-C	6"-C	6"-C

SIGN SPEC

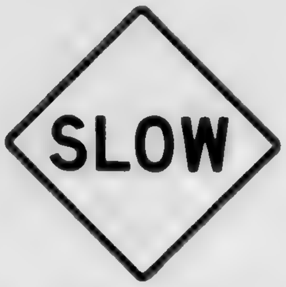
SIGN NUMBER	BOARD SIZE
M4-9R-24	30" x 24"
M4-9R-36	48" x 36"

Reverse arrow for



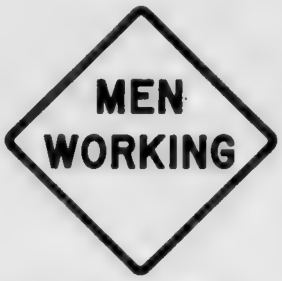
SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES			
		LINE 1	LINE 2	LINE 3	LINE 4
W8-1-30	30" x 30"	8"-C			
W8-1-48	48" x 48"	12"-D			



SIGN SPECIFICATIONS

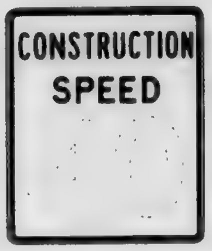
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES			
		LINE 1	LINE 2	LINE 3	LINE 4
OW15-1-30	30" x 30"	8"-D			
OW15-1-48	48" x 48"	4"-D			


MEN
WORKING

SIGN SPECIFICATIONS

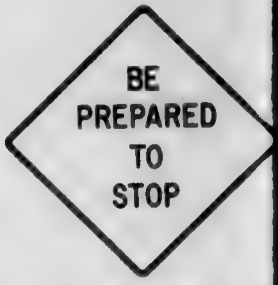
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES	
		LINE 1	LINE 2
W21-1-30	30" x 30"	5"-D	5"-D*
W21-1-48	48" x 48"	8"-D	8"-D*

* Reduce spacing by 25%.


CONSTRUCTION
SPEED

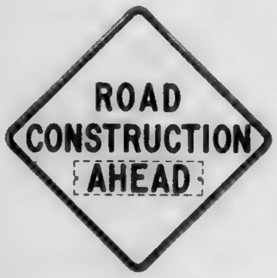
SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES			
		LINE 1	LINE 2	LINE 3	LINE 4
OW23-1-36	30"x36"	4"-B	4"-D	15"-D	
OW23-1-60	48"x60"	6"-B	6"-D	24"-D	


BE
PREPARED
TO
STOP

SIGN SPECIFICATIONS

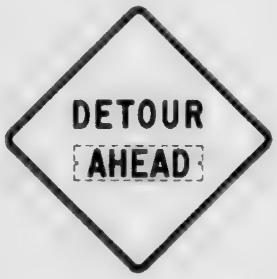
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES		
		LINE 1	LINE 2	LINE 3
OW23-3-36	36"x36"	6"-C	6"-C	6"-C
OW23-3-48	48"x48"	8"-C	8"-C	8"-C


ROAD
CONSTRUCTION
AHEAD

SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES		
		LINE 1	LINE 2	LINE 3
W20-1-36	36"x36"	5"-C	5"-C	5"-C
W20-1-48	48"x48"	7"-C	7"-C*	7"-C

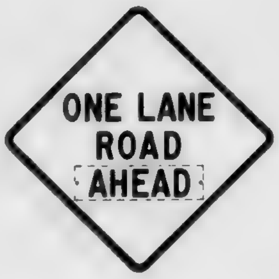
* Reduce spacing by 40%.


DETOUR
AHEAD

SIGN SPECIFICATIONS

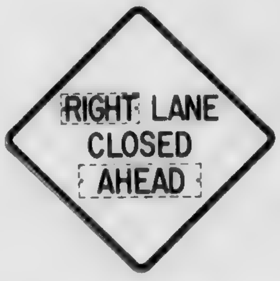
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES	
		LINE 1	LINE 2
W20-2-36	36"x36"	6"-D*	5"-C
W20-2-48	48"x48"	8"-D*	7"-C

* Reduce spacing by 40%.


ONE LANE
ROAD
AHEAD

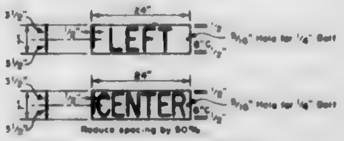
SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES		
		LINE 1	LINE 2	LINE 3
W20-4-36	36"x36"	5"-C	5"-C	5"-C
W20-4-48	48"x48"	7"-C	7"-C	7"-C

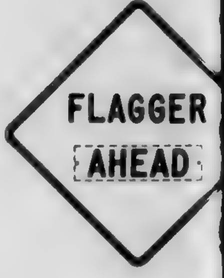

RIGHT LANE
CLOSED
AHEAD

SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES		
		LINE 1	LINE 2	LINE 3
W20-5-48	48"x48"	6"-C	6"-C	6"-C


3½"
3½"
½"
24"
LEFT
½"
6"C
½"
5/16" Hole for ¼" Bolt
3½"
3½"
½"
24"
CENTER
½"
6"C
½"
5/16" Hole for ¼" Bolt
Reduce spacing by 50%

OVERLAYS ON SIGN W20-5-48

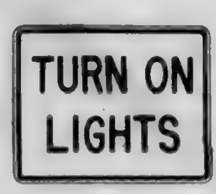

FLAGGER
AHEAD

SIGN SPECIFICATIONS

SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES
		LINE 1
[illegible]	[illegible]	8"-C
OW20-7-48	48"x48"	7"-C

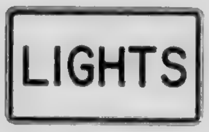
CLOSED
TO
TRAFFIC

PECIFICATIONS			
ER HEIGHT & SERIES E 1	LINE 2	LINE 3	CORNER RADIUS
C	5"-C	6"-C	1½"



Type "CC"

SIGN SPECIFICATIONS			
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES LINE 1	LINE 2
OR16-1-24	30"x24"	5½"-C	5½"-C



Type "CC"

SIGN SPECIFICATIONS			
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES LINE 1	
OR16-2-18	30" x 8"	6"-C	

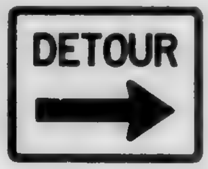
All signs in this section shall be Type "C" unless noted otherwise

Regulatory signs shall have non-reflectorized black letters, symbols and borders on a white background, unless noted otherwise All backgrounds shall be reflectorized The Federal Highway Administration's standard rounded capital letter alphabets and letter spacing shall be used unless noted otherwise For detailed sign drawings and dimensions, see the publication "Standard Highway Signs" by the Federal Highway Administration, 1971 The border, margin and corner radii shall be as follows unless noted otherwise

BOARD DIMENSIONS	BORDER	MARGIN	CORNER RADII
Either or both less than 30"	5/8"	3/8"	1 1/2"
Both 30"	3/4"	1/2"	1 7/8"
Both more than 30" & either less than 48"	7/8"	5/8"	2 1/4"
Both 48" or larger	1 1/4"	3/4"	3

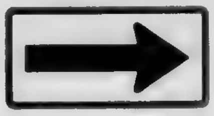
AD
RUCTION
5 MILES

CIFICATIONS		
TTER HEIGHT & SERIES NE 1	LINE 2	LINE 3
C	6"-C	6"-C

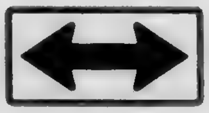


SIGN SPECIFICATIONS		
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES LINE 1
M4-9R-24	30" x 24"	5"-D
M4-9R-36	48" x 36"	8"-D

Reverse arrow for sign No.M4-9L



SIGN SPECIFICATIONS	
SIGN NUMBER	BOARD SIZE
W1-6-24	48"x24"



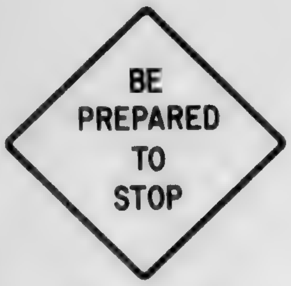
SIGN SPECIFICATIONS	
SIGN NUMBER	BOARD SIZE
W1-7-24	48"x24"

All signs in this section shall be Type "D" when used as permanent signing and Type "O" when used on maintenance or construction work, unless noted otherwise

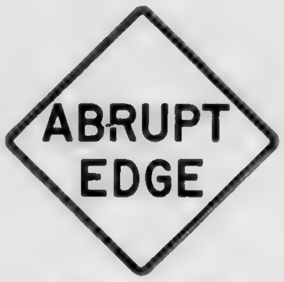
Warning signs shall have non-reflectorized black letters, symbols and borders on a yellow or orange background, unless noted otherwise. All backgrounds shall be reflectorized. The Federal Highway Administration's standard rounded capital letter alphabets and letter spacing shall be used unless noted otherwise For detailed sign drawings and dimensions, see the publication "Standard Highway Signs" by the Federal Highway Administration, 1971 The border, margin, and corner radii shall be as follows unless noted otherwise

BOARD DIMENSIONS	BORDER	MARGIN	CORNER RADII
Either or both less than 30"	5/8"	3/8"	1 1/2"
Both 30"	3/4"	1/2"	1 7/8"
Both more than 30" & either less than 48"	7/8"	5/8"	2 1/4"
Both 48" or larger	1 1/4"	3/4"	3"

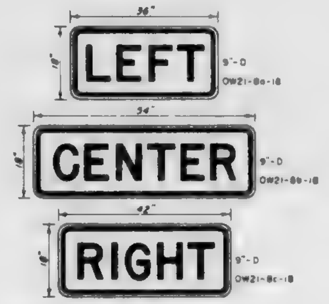
& SERIES	
NE 3	LINE 4
5"-D	
4"-D	



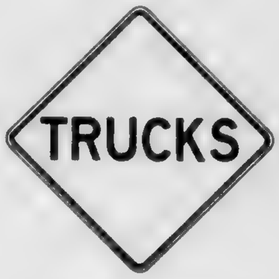
SIGN SPECIFICATIONS					
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES LINE 1	LINE 2	LINE 3	LINE 4
OW23-3-36	36"x36"	6"-C	6"-C	6"-C	6"-C
OW23-3-48	48"x48"	8"-C	8"-C	8"-C	8"-C



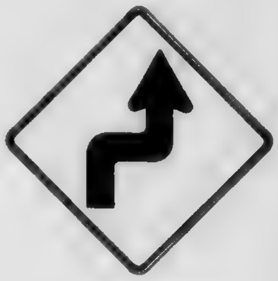
SIGN SPECIFICATIONS			
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES LINE 1	LINE 2
OW21-7-36	36"x36"	7"-C	7"-D
OW21-7-48	48"x48"	9"-C	9"-D



RIDERS FOR SIGN OW21-7-48

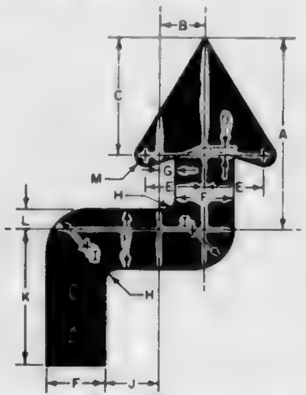


SIGN SPECIFICATIONS		
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES LINE 1
OW15-4-30	30"x30"	7"-C
OW15-4-48	48"x48"	10"-D

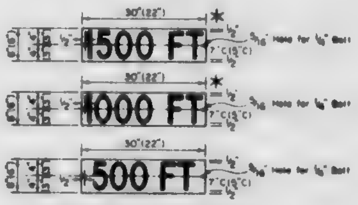


SIGN SPECIFICATIONS	
SIGN NUMBER	BOARD SIZE
W1-3R-30	30"x30"
W1-3R-48	48"x48"

Reverse arrow for sign number W1-3L.



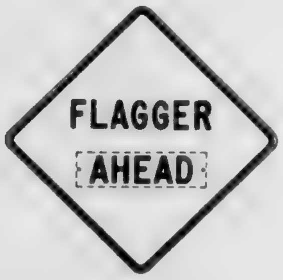
ARROW DETAILS FOR W1-3R & L SIGNS														
SIGN NUMBER	BOARD SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M
W1-3R-30	30"x30"	14½"	3½"	8½"	11/16"	5	4½"	1 5/16"	1"	3"	3 1/16"	10½"	1½"	½"
W1-3R-48	48"x48"	23 1/16"	5½"	14 1/16"	1 1/16"	6"	7"	2½"	1½"	4½"	6"	16½"	2 1/16"	1½"

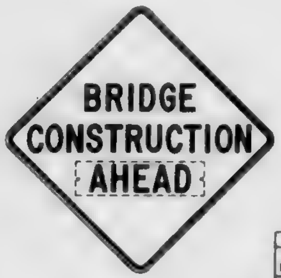


Dimensions shown in parenthesis are for 36"x36" signs

OVERLAYS FOR W20-(36) & 48 SIGNS

* Reduce spacing by 40%.





ONS	
GHT & SERIES 2	LINE 3
	6"-C

SIGN SPECIFICATIONS			
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES LINE 1	LINE 2
OW20-7-36	36"x36"	5"-C	5"-C
OW20-7-48	48"x48"	7"-C	7"-C

SIGN SPECIFICATIONS				
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES LINE 1	LINE 2	LINE 3
OW20-8-36	36"x36"	5"-C	5"-C	5"-C
OW20-8-48	48"x48"	7"-C	7"-C	7"-C

5/16" Hole for ½" Bolt
5/16" Hole for ½" Bolt

20-5-48

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.

DO NOT SCALE

DATE	INITIAL	REVISION
12/72		Added "TRUCKS" sign OW21-8
4/73		General Revision
2/75		Remove "SINGLE LANE AHEAD", revise "TRUCKS" sign number
5/76		Revised OW21-7
6/77		Added W1 3R & L signs
2/80		Revised M4-9, OW23-3, W20-5 & OW20-7. Added G20-1.

APPROVED L. E. George
TRAFFIC ENGINEER

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

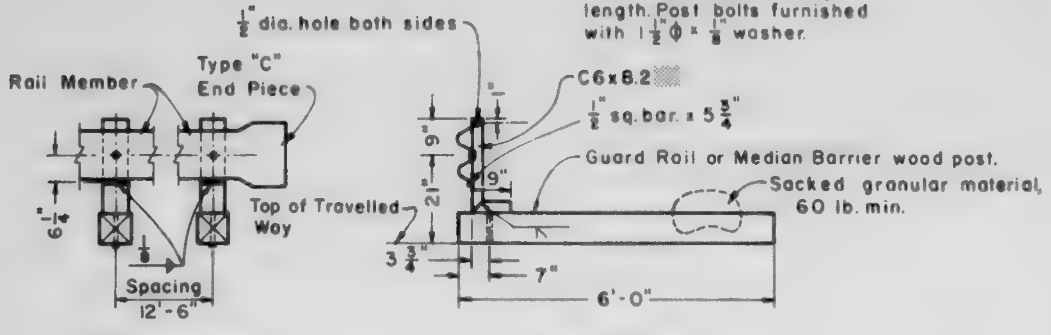
STANDARD
SIGNING DETAILS
CONSTRUCTION SIGNS

DATE June, 1972

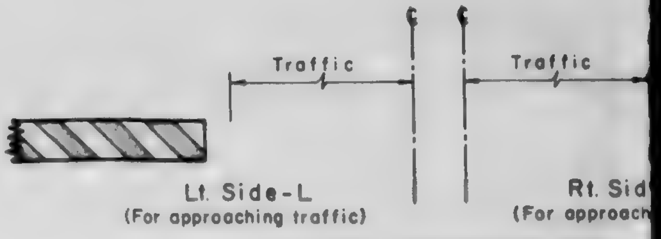
T.E.S. DWG. NO. S-12

CONTINUOUS RAIL TRAFFIC BARRIER

Note: Splice bolts & nuts same as shown for median barrier Post bolts similar except length. Post bolts furnished with $1\frac{1}{2}"\phi \times \frac{1}{8}"$ washer.

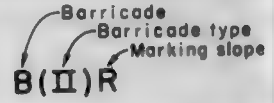

$\frac{1}{2}"$ dia. hole both sides
Rail Member
Type "C" End Piece
$6\frac{1}{4}"$
$\frac{1}{8}$
Spacing
12'-6"
Top of Travelled Way
C6x8.2
$\frac{1}{2}"$ sq. bar. x $5\frac{3}{4}"$
Guard Rail or Median Barrier wood post.
Sacked granular material, 60 lb. min.
9"
21"
9"
$3\frac{3}{4}"$
7"
6'-0"

ELEVATION SECTION

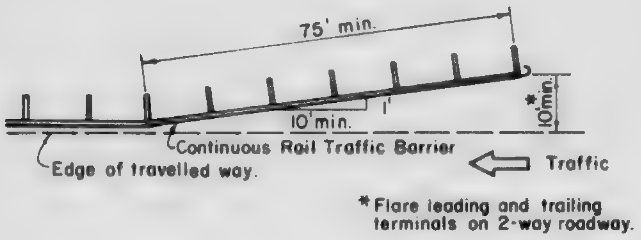

Traffic
Traffic
Lt. Side-L
(For approaching traffic)
Rt. Sid
(For approach

SLOPE DIAGRAM FOR BARRICADE MARKING

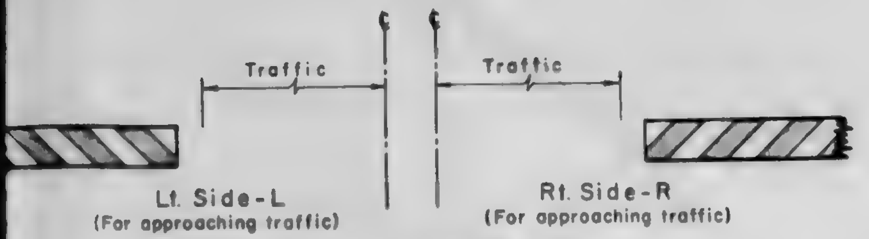
NOTE:
Markings for barricade rails shall slope downward a
of 45 degrees in the direction traffic is to pass. Whe
barricade extends entirely across a roadway, it is
that the stripes slope downward in the direction to
which traffic must turn in detouring. Where both ri
left turns are provided for, the chevron striping m
downward in both directions from the center of the b


Barricade
Barricade type
Marking slope
B(II)R

TYPICAL BARRICADE DESIGNAT AS SHOWN ON PLANS


75' min.
10' min.
1'
10' min.
Continuous Rail Traffic Barrier
Edge of travelled way.
Traffic
*Flare leading and trailing terminals on 2-way roadway.

METHOD OF FLARING TERMINALS


℄
℄
Traffic
Traffic
Lt. Side-L
(For approaching traffic)
Rt. Side-R
(For approaching traffic)

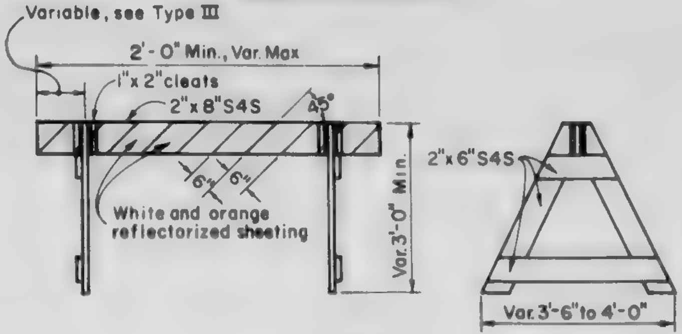
SLOPE DIAGRAM FOR BARRICADE MARKING

NOTE:
Markings for barricade rails shall slope downward at an angle of 45 degrees in the direction traffic is to pass. Where a barricade extends entirely across a roadway, it is desirable that the stripes slope downward in the direction toward which traffic must turn in detouring. Where both right and left turns are provided for, the chevron striping may slope downward in both directions from the center of the barricade.

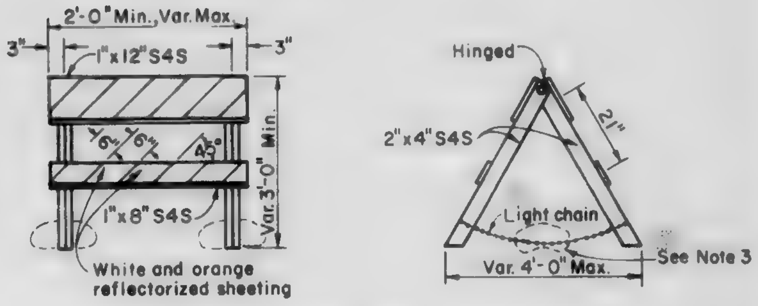
Barricade
Barricade type
Marking slope
B(II)R

TYPICAL BARRICADE DESIGNATION AS SHOWN ON PLANS

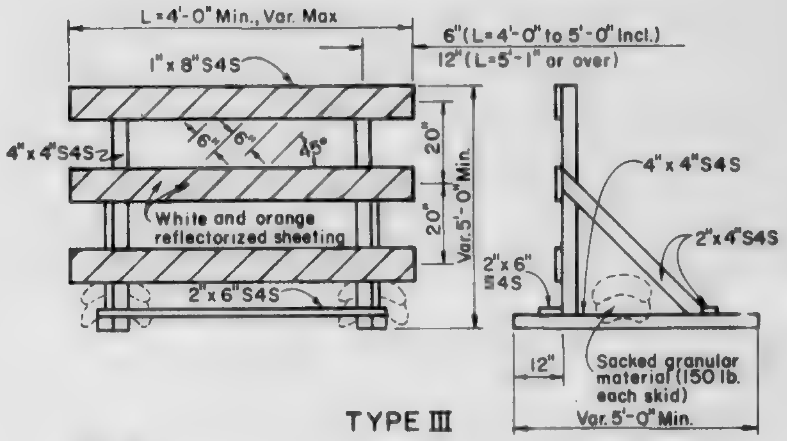
BARRICADES


Variable, see Type III
2'-0" Min., Var. Max
1"x 2" cleats
2"x 8" S4S
45°
6"
6"
White and orange reflectorized sheeting
Var. 3'-0" Min.
2"x 6" S4S
Var. 3'-6" to 4'-0"

TYPE I


2'-0" Min., Var. Max.
3"
3"
1"x 12" S4S
6"
6"
45°
1"x 8" S4S
Var. 3'-0" Min.
White and orange reflectorized sheeting
Hinged
2"x 4" S4S
21"
Light chain
Var. 4'-0" Max.
See Note 3

TYPE II


L=4'-0" Min., Var. Max
6" (L=4'-0" to 5'-0" Incl.)
12" (L=5'-1" or over)
1" x 8" S4S
4" x 4" S4S
6"
6"
45°
20"
20"
Var. 5'-0" Min.
White and orange reflectorized sheeting
2" x 6" S4S
4" x 4" S4S
2" x 4" S4S
2" x 6" S4S
12"
Sacked granular material (150 lb. each skid)
Var. 5'-0" Min.

TYPE III

NOTES:
1. All non-reflectorized surfaces shall be painted white.
2. Alternate methods and materials for the supports permitted with approval of engineer.
3. Types I and II to be weighted as directed by the engineer.

4. For rails less than 3 feet long, 4 inch wide stripes may be used.

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.
DO NOT SCALE

NOTE: All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications for Highway Construction.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION
STANDARD

BARRICADES & CONTINUOUS RAIL TRAFFIC BARRIER

FEBRUARY 1973

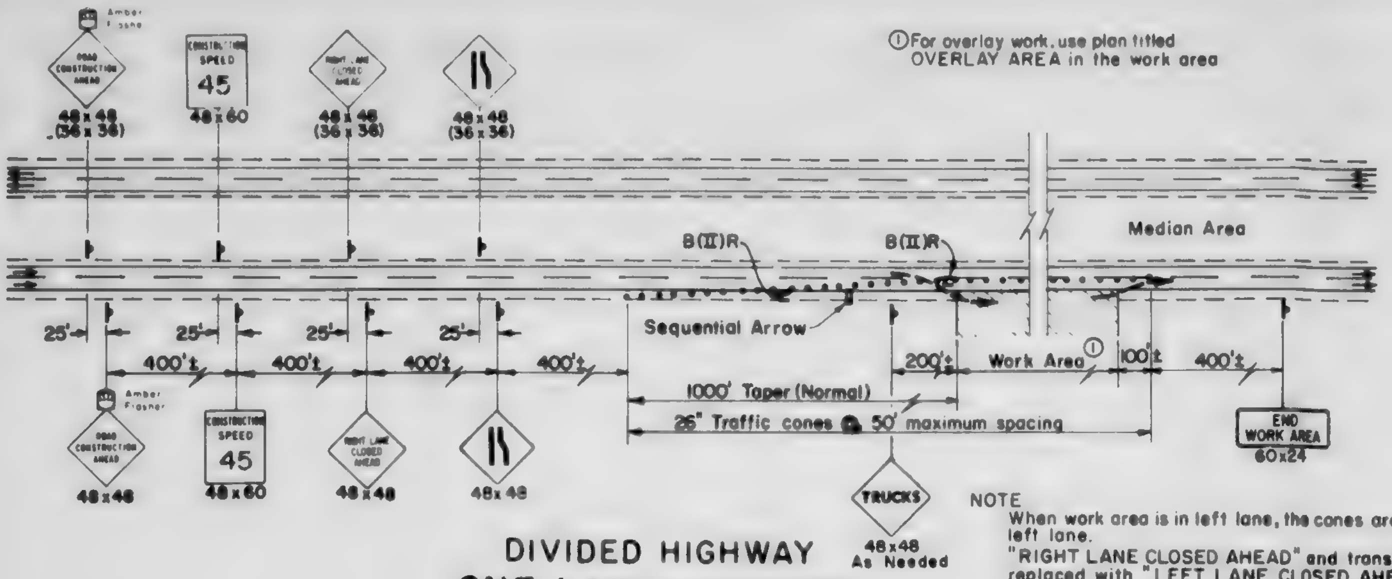
REVISIONS

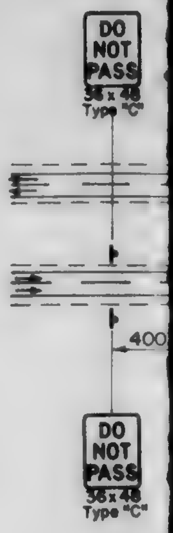
DATE	DESCRIPTION
JAN 1981	"C" END PIECE DESIGNATION.
MAR 1981	REV TRAFFIC BARR RAIL HEIGHT
MAR 1982	REV TYPE II BARRICADE

APPROVED
Ed Kmatz
ASST STATE HIGHWAY ENGINEER

DRG. NO. 2126 C

2-8


Amber Flasher
ROAD CONSTRUCTION AHEAD
48 x 48
(36 x 36)
CONSTRUCTION SPEED 45
48 x 60
RIGHT LANE CLOSED AHEAD
48 x 48
(36 x 36)
48 x 48
(36 x 36)
①For overlay work, use plan titled OVERLAY AREA in the work area
Median Area
B(II)R
B(II)R
Sequential Arrow
25'
25'
25'
25'
400'±
400'±
400'±
400'±
200'±
Work Area①
100'±
400'±
1000' Taper (Normal)
26" Traffic cones @ 50' maximum spacing
Amber Flasher
ROAD CONSTRUCTION AHEAD
48 x 48
CONSTRUCTION SPEED 45
48 x 60
RIGHT LANE CLOSED AHEAD
48 x 48
48 x 48
TRUCKS
48 x 48
As Needed
END WORK AREA
60 x 24


DO NOT PASS
36 x 48
Type "C"
400
DO NOT PASS
36 x 48
Type "C"

NOTE

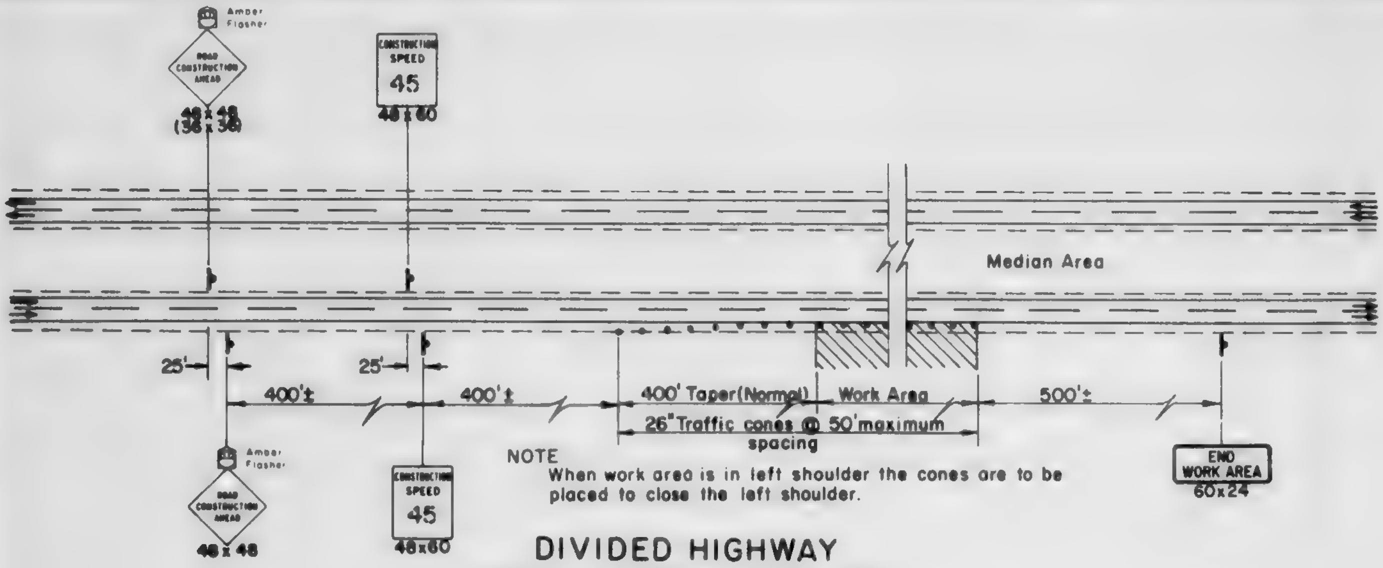
When work area is in left lane, the cones are to be placed to close left lane.

"RIGHT LANE CLOSED AHEAD" and transition signs are to be replaced with "LEFT LANE CLOSED AHEAD" and transition signs.

When replacing the metal median barrier in areas where the median is 9'-0" or less in width, a one lane closure, (left lane) will be required for each direction of traffic.

Where the median is more than 9'-0" in width, a one lane closure (left lane), will be used for one direction of traffic and an interior shoulder closure for the other

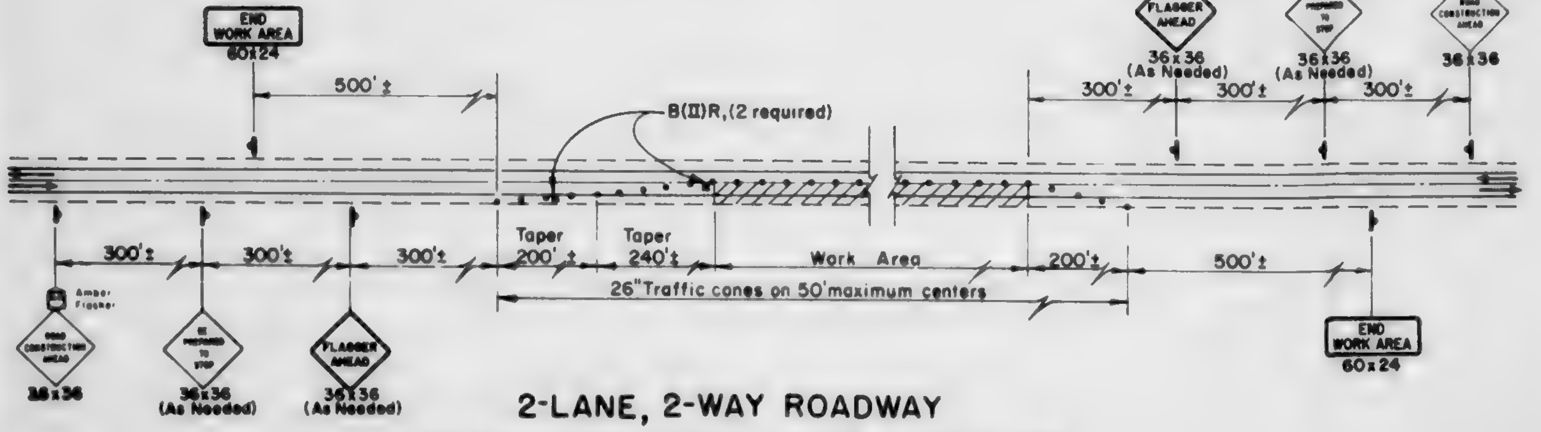
DIVIDED HIGHWAY
ONE LANE CLOSURE


Amber Flasher
ROAD CONSTRUCTION AHEAD
48 x 48
(36 x 36)
CONSTRUCTION SPEED 45
48 x 60
Median Area
25'
25'
400'±
400'±
400' Taper (Normal)
Work Area
500'±
26" Traffic cones @ 50' maximum spacing
Amber Flasher
ROAD CONSTRUCTION AHEAD
48 x 48
CONSTRUCTION SPEED 45
48 x 60
END WORK AREA
60 x 24

NOTE

When work area is in left shoulder the cones are to be placed to close the left shoulder.

DIVIDED HIGHWAY
SHOULDER CLOSURE

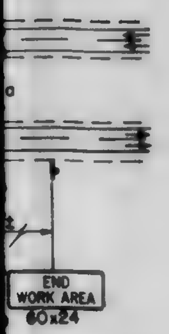

END WORK AREA
60 x 24
500'±
B(II)R, (2 required)
Amber Flasher
FLAGGER AHEAD
36 x 36
(As Needed)
BE PREPARED TO STOP
36 x 36
(As Needed)
ROAD CONSTRUCTION AHEAD
36 x 36
300'±
300'±
300'±
300'±
300'±
300'±
Taper 200'±
Taper 240'±
Work Area
200'±
500'±
26" Traffic cones on 50' maximum centers
Amber Flasher
ROAD CONSTRUCTION AHEAD
36 x 36
BE PREPARED TO STOP
36 x 36
(As Needed)
FLAGGER AHEAD
36 x 36
(As Needed)
END WORK AREA
60 x 24

2-LANE, 2-WAY ROADWAY
SHOULDER/ONE LANE CLOSURE

GENERAL NOTES:

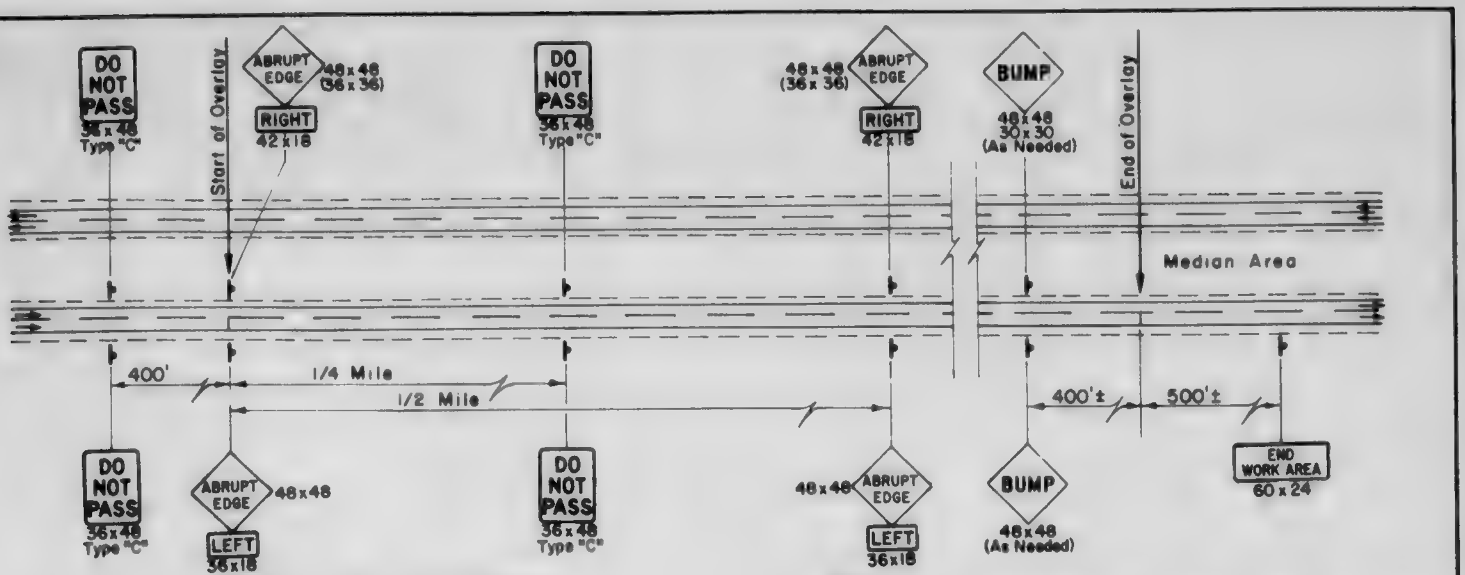
- All signs are to
- Signing and traff
work areas, shall
- Truck movements
- Where trucks are
"ONE LANE CLOS
- Extend 26" traffic
the painted lane
- Where trucks are
CLOSURE" (left la
- In areas where
parenthesis.
- The "BE PREPARED
"FLAGGER AHEAD
- When replacing the
for one direction o

FORM NO 734-1700


END
WORK AREA
60x24

lane, the cones are to be placed to close

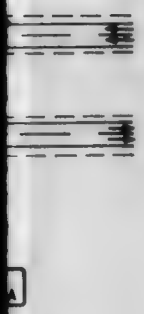
AHEAD" and transition signs are to be
ANE CLOSED AHEAD" and transition signs.
t median barrier in areas where the median
a one lane closure, (left lane) will be
ion of traffic.
e than 9'-0" in width, a one lane closure
for one direction of traffic and an interior
ther

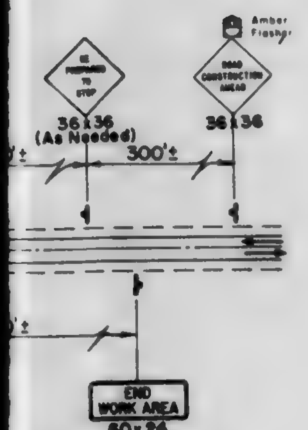

DO NOT PASS
36x48
Type "C"
Start of Overlay
ABRUPT EDGE
48x48
(36x36)
RIGHT
42x18
DO NOT PASS
36x48
Type "C"
48x48
(36x36)
ABRUPT EDGE
RIGHT
42x18
BUMP
48x48
30x30
(As Needed)
End of Overlay
Median Area
400'
1/4 Mile
1/2 Mile
400'±
500'±
DO NOT PASS
36x48
Type "C"
ABRUPT EDGE
48x48
LEFT
36x18
DO NOT PASS
36x48
Type "C"
48x48
ABRUPT EDGE
LEFT
36x18
BUMP
48x48
(As Needed)
END
WORK AREA
60x24

DIVIDED HIGHWAY
OVERLAY AREA

ON OVERLAY WORK USE THIS PLAN IN WORK AREA

NOTE:
Additional "DO NOT PASS" and "ABRUPT EDGE" signs with appropriate rider to be installed alternately on both sides of highway at 1/4 mile intervals throughout overlay or work area where applicable.




Amber
Flasher
36x36
(As Needed)
36x36
300'±
END
WORK AREA
60x24

GENERAL NOTES:
- All signs are to be Type "O" unless otherwise noted on plans.
- Signing and traffic cones shown to be installed in conjunction with the work areas, shall move with the work areas.
- Truck movements shown thus: ——→
- Where trucks are entering and leaving the work area use: "ONE LANE CLOSURE"
- Extend 26" traffic cones 1000' from the end of the work area along the painted lane line to form a truck acceleration lane
- Where trucks are permitted to cross the median, a "ONE LANE CLOSURE" (left lane), will be required for each direction of traffic.
- In areas where the median is 9'-0" or less use sign sizes shown in parenthesis.
- The "BE PREPARED TO STOP" sign shall be used only in conjunction with the "FLAGGER AHEAD" sign.
- When replacing the metal median barrier, a left lane closure will be required for one direction of traffic and a shoulder closure for the other.

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.

DO NOT SCALE

To be accompanied by Drg. Nos. S-1, S-5, S-6, S-12 & 2126-C.

NOTE: All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications for Highway Construction.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION
STANDARD

TEMPORARY PROTECTION & DIRECTION OF TRAFFIC
SHOULDER & ONE-LANE CLOSURES, OVERLAY OR WORK AREAS.

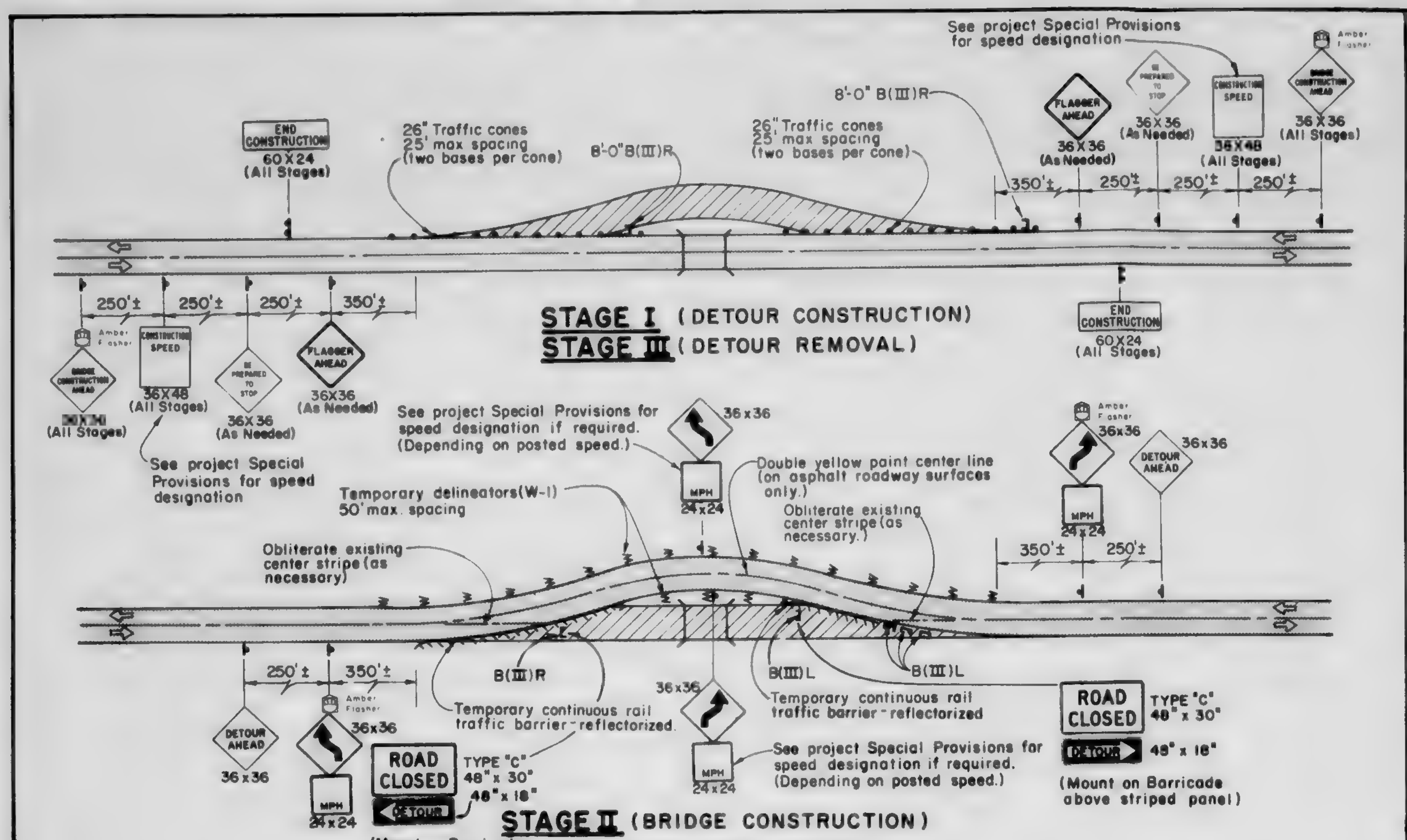
JANUARY, 1980

REVISIONS

DATE	DESCRIPTION
APR 1980	FLAGMAN SIGN CHANGED
MAY, 1980	GENERAL NOTES REVISED
MAY, 1981	SEQUENTIAL ARROW ADDED
JAN. 1982	GENERAL NOTE REVISED

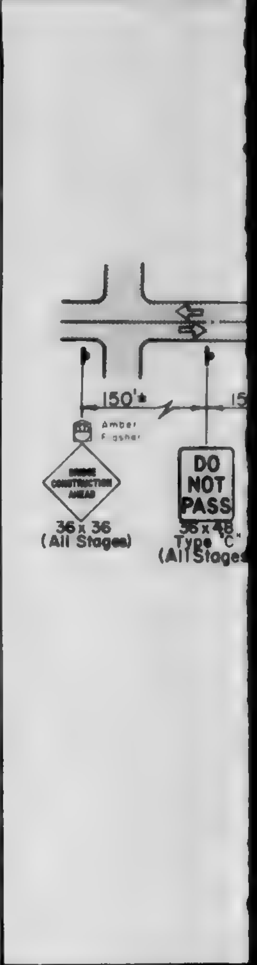
APPROVED
ES Hunter
ASST STATE HIGHWAY ENGINEER

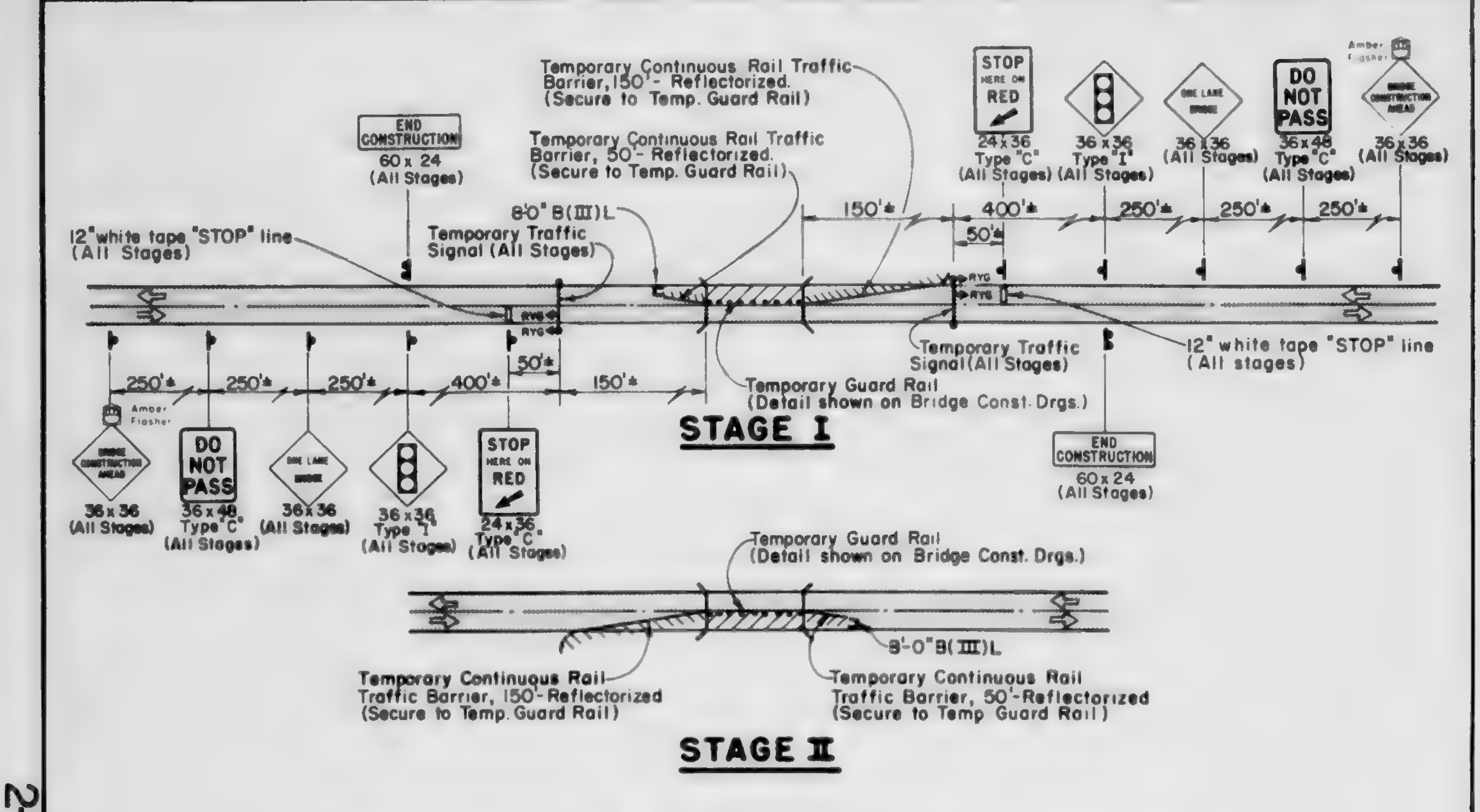
DRG. NO. 2201


See project Special Provisions
for speed designation
Amber Flasher
BRIDGE CONSTRUCTION AHEAD
36 X 36
(All Stages)
CONSTRUCTION SPEED
36 X 48
(All Stages)
BE PREPARED TO STOP
36 X 36
(As Needed)
FLAGGER AHEAD
36 X 36
(As Needed)
8'-0" B(III)R
END CONSTRUCTION
60 X 24
(All Stages)
26" Traffic cones
25' max spacing
(two bases per cone)
8'-0" B(III)R
26" Traffic cones
25' max spacing
(two bases per cone)
350'±
250'±
250'±
250'±
250'±
250'±
250'±
350'±
STAGE I (DETOUR CONSTRUCTION)
STAGE III (DETOUR REMOVAL)
END CONSTRUCTION
60X24
(All Stages)
36X48
(All Stages)
36X36
(As Needed)
36X36
(As Needed)
(All Stages)
See project Special
Provisions for speed
designation
See project Special Provisions for
speed designation if required.
(Depending on posted speed.)
36x36
MPH
24x24
Double yellow paint center line
(on asphalt roadway surfaces
only.)
Temporary delineators(W-1)
50' max. spacing
Obliterate existing
center stripe (as
necessary.)
Obliterate existing
center stripe (as
necessary)
Amber Flasher
36x36
MPH
24x24
DETOUR AHEAD
36x36
350'±
250'±
250'±
350'±
B(III)R
B(III)L
B(III)L
Temporary continuous rail
traffic barrier-reflectorized.
Temporary continuous rail
traffic barrier - reflectorized
36x36
DETOUR AHEAD
36x36
36x36
MPH
24x24
ROAD CLOSED
TYPE "C"
48" x 30"
48" x 18"
DETOUR
MPH
24x24
See project Special Provisions for
speed designation if required.
(Depending on posted speed.)
ROAD CLOSED
TYPE "C"
48" x 30"
DETOUR
48" x 18"
(Mount on Barricade
above striped panel)
(Mount on Barricade
above striped panel)
STAGE II (BRIDGE CONSTRUCTION)

2 LANE, 2-WAY ROADWAY

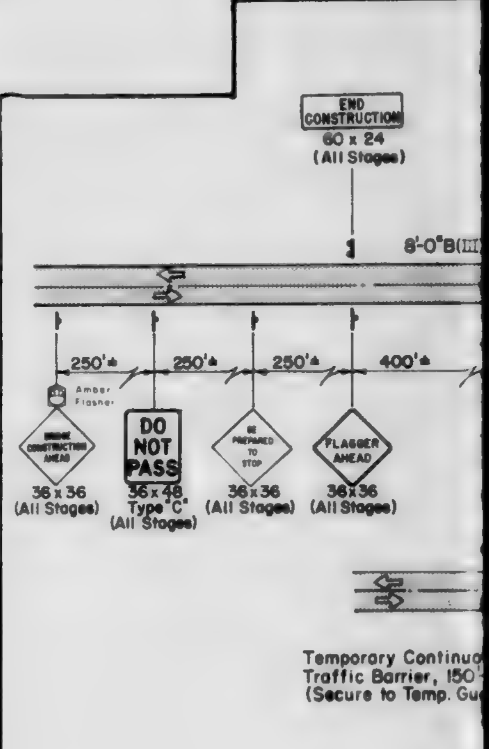
RURAL AREA - BRIDGE CONSTRUCTION (DETOUR)


150'±
Amber Flasher
BRIDGE CONSTRUCTION AHEAD
36 x 36
(All Stages)
DO NOT PASS
36 x 48
Type "C"
(All Stages)


Temporary Continuous Rail Traffic
Barrier, 150'- Reflectorized.
(Secure to Temp. Guard Rail)
Temporary Continuous Rail Traffic
Barrier, 50'- Reflectorized.
(Secure to Temp. Guard Rail)
STOP HERE ON RED
24x36
Type "C"
(All Stages)
36x36
Type "I"
(All Stages)
ONE LANE BRIDGE
36x36
(All Stages)
DO NOT PASS
36x48
Type "C"
(All Stages)
Amber Flasher
BRIDGE CONSTRUCTION AHEAD
36x36
(All Stages)
END CONSTRUCTION
60 x 24
(All Stages)
8'-0" B(III)L
12" white tape "STOP" line
(All Stages)
Temporary Traffic
Signal (All Stages)
150'±
400'±
50'±
250'±
250'±
250'±
RYG
RYG
RYG
RYG
250'±
250'±
250'±
400'±
50'±
150'±
Temporary Guard Rail
(Detail shown on Bridge Const. Drgs.)
Temporary Traffic
Signal(All Stages)
12" white tape "STOP" line
(All stages)
STAGE I
END CONSTRUCTION
60x24
(All Stages)
Amber Flasher
BRIDGE CONSTRUCTION AHEAD
36x36
(All Stages)
DO NOT PASS
36x48
Type "C"
(All Stages)
ONE LANE BRIDGE
36x36
(All Stages)
36x36
Type "I"
(All Stages)
STOP HERE ON RED
24x36
Type "C"
(All Stages)
Temporary Guard Rail
(Detail shown on Bridge Const. Drgs.)
8'-0" B(III)L
Temporary Continuous Rail
Traffic Barrier, 150'-Reflectorized
(Secure to Temp. Guard Rail)
Temporary Continuous Rail
Traffic Barrier, 50'-Reflectorized
(Secure to Temp Guard Rail)
STAGE II

2-LANE, 2-WAY ROADWAY

RURAL AREA - BRIDGE CONSTRUCTION (SIGNALS)


END CONSTRUCTION
60 x 24
(All Stages)
8'-0" B(III
250'±
250'±
250'±
400'±
Amber Flasher
BRIDGE CONSTRUCTION AHEAD
36x36
(All Stages)
DO NOT PASS
36x48
Type "C"
(All Stages)
BE PREPARED TO STOP
36x36
(All Stages)
FLAGGER AHEAD
36x36
(All Stages)
Temporary Continuo
Traffic Barrier, 150'
(Secure to Temp. Gu

RURAL AREA - B

GENER

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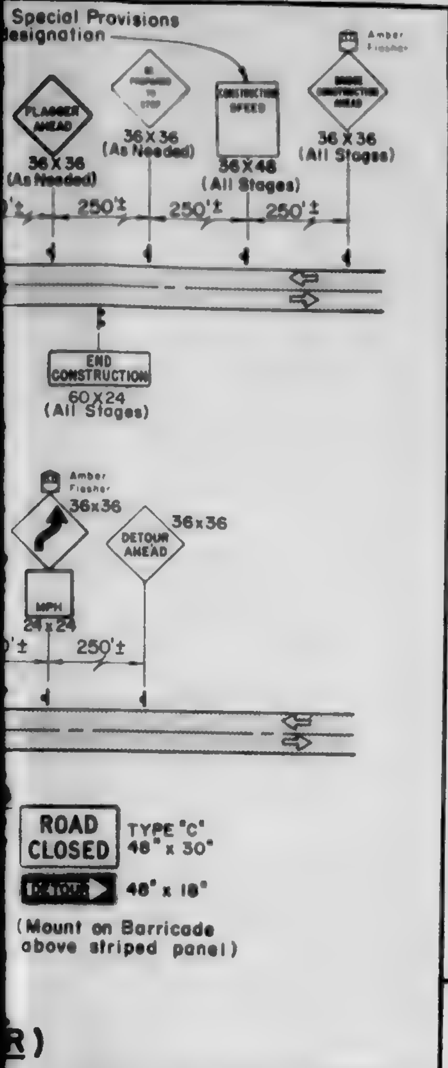
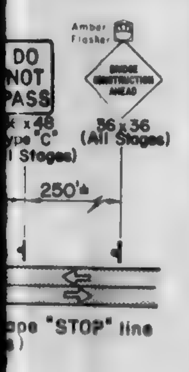
•T
(S

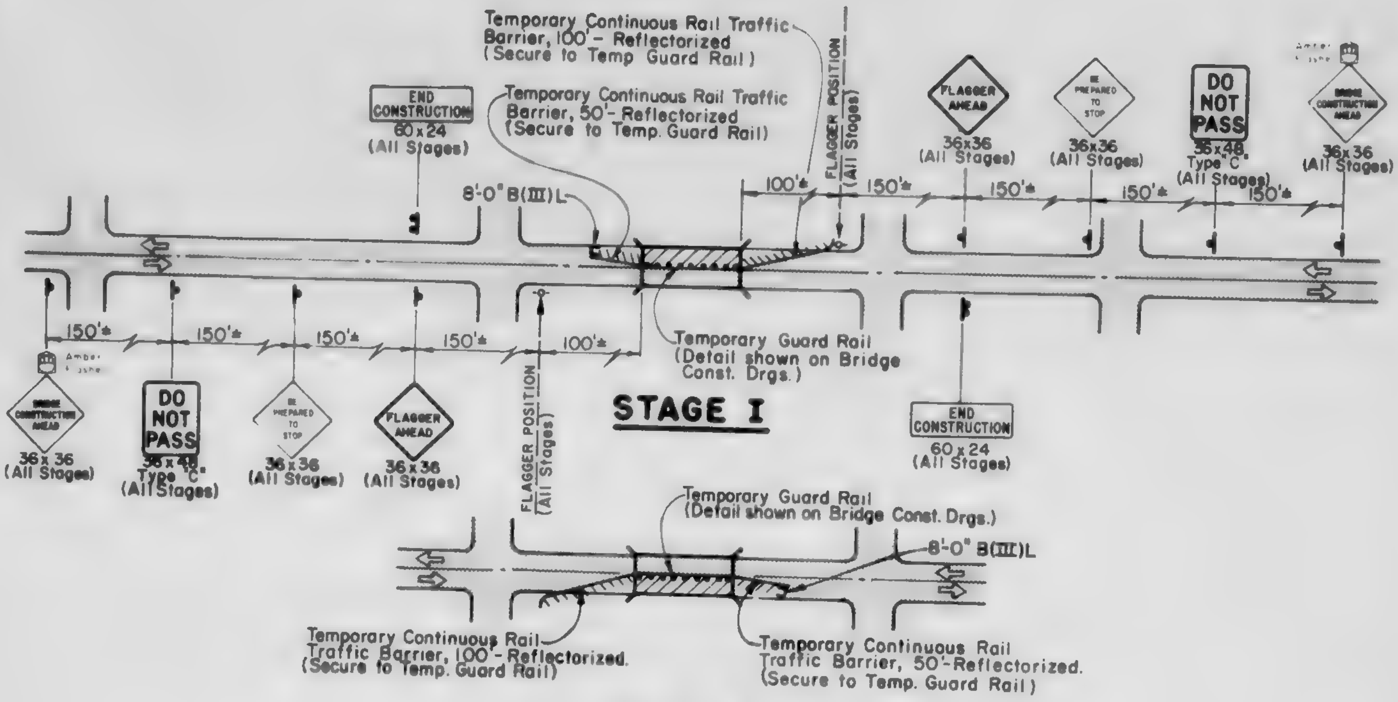
FORM NO 734-1703



Special Provisions
designation
Amber Flasher
FLAGGER AHEAD
36X36
(As Needed)
BE PREPARED TO STOP
36X36
(As Needed)
CONSTRUCTION SPEED
36X48
(All Stages)
BRIDGE CONSTRUCTION AHEAD
36X36
(All Stages)
250'±
250'±
250'±
END CONSTRUCTION
60X24
(All Stages)
Amber Flasher
36x36
DETOUR AHEAD
36x36
MPH
24x24
250'±
ROAD CLOSED
TYPE "C"
48" x 30"
DETOUR
48" x 18"
(Mount on Barricade above striped panel)
R)



Amber Flasher
DO NOT PASS
BRIDGE CONSTRUCTION AHEAD
36x36
(All Stages)
Type "C"
(All Stages)
250'±
pe "STOP" line



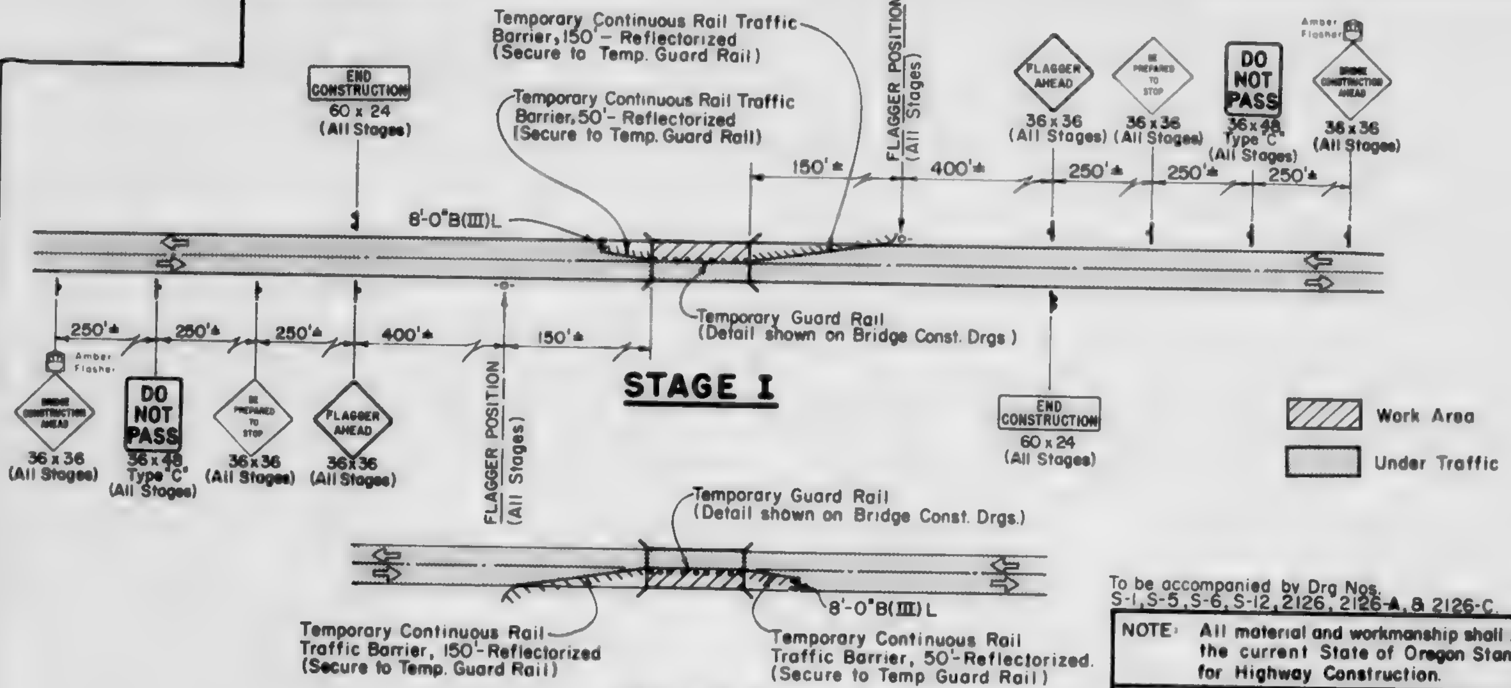
Temporary Continuous Rail Traffic Barrier, 100' - Reflectorized (Secure to Temp Guard Rail)
Temporary Continuous Rail Traffic Barrier, 50' - Reflectorized (Secure to Temp. Guard Rail)
END CONSTRUCTION
60 x 24
(All Stages)
FLAGGER POSITION (All Stages)
FLAGGER AHEAD
36x36
(All Stages)
BE PREPARED TO STOP
36x36
(All Stages)
DO NOT PASS
36x48
Type "C"
(All Stages)
Amber Flasher
BRIDGE CONSTRUCTION AHEAD
36x36
(All Stages)
8'-0" B(III)L
100'±
150'±
150'±
150'±
150'±
150'±
150'±
150'±
150'±
100'±
Temporary Guard Rail (Detail shown on Bridge Const. Drgs.)
END CONSTRUCTION
60 x 24
(All Stages)
Amber Flasher
BRIDGE CONSTRUCTION AHEAD
36 x 36
(All Stages)
DO NOT PASS
36x48
Type "C"
(All Stages)
BE PREPARED TO STOP
36x36
(All Stages)
FLAGGER AHEAD
36x36
(All Stages)
FLAGGER POSITION (All Stages)
Temporary Guard Rail (Detail shown on Bridge Const. Drgs.)
8'-0" B(III)L
Temporary Continuous Rail Traffic Barrier, 100'-Reflectorized. (Secure to Temp. Guard Rail)
Temporary Continuous Rail Traffic Barrier, 50'-Reflectorized. (Secure to Temp. Guard Rail)

STAGE I

STAGE II

2-LANE, 2-WAY ROADWAY

URBAN AREA - BRIDGE CONSTRUCTION



Temporary Continuous Rail Traffic Barrier, 150' - Reflectorized (Secure to Temp. Guard Rail)
Temporary Continuous Rail Traffic Barrier, 50'- Reflectorized (Secure to Temp. Guard Rail)
END CONSTRUCTION
60 x 24
(All Stages)
FLAGGER POSITION (All Stages)
FLAGGER AHEAD
36x36
(All Stages)
BE PREPARED TO STOP
36x36
(All Stages)
DO NOT PASS
36x48
Type "C"
(All Stages)
Amber Flasher
BRIDGE CONSTRUCTION AHEAD
36x36
(All Stages)
8'-0"B(III)L
150'±
400'±
250'±
250'±
250'±
250'±
250'±
250'±
400'±
150'±
Temporary Guard Rail (Detail shown on Bridge Const. Drgs)
END CONSTRUCTION
60 x 24
(All Stages)
Amber Flasher
BRIDGE CONSTRUCTION AHEAD
36 x 36
(All Stages)
DO NOT PASS
36x48
Type "C"
(All Stages)
BE PREPARED TO STOP
36x36
(All Stages)
FLAGGER AHEAD
36x36
(All Stages)
FLAGGER POSITION (All Stages)
▨ Work Area
☐ Under Traffic
Temporary Guard Rail (Detail shown on Bridge Const. Drgs.)
8'-0"B(III)L
Temporary Continuous Rail Traffic Barrier, 150'-Reflectorized (Secure to Temp. Guard Rail)
Temporary Continuous Rail Traffic Barrier, 50'-Reflectorized. (Secure to Temp Guard Rail)

STAGE I

STAGE II

2 LANE, 2-WAY ROADWAY

RURAL AREA - BRIDGE CONSTRUCTION (FLAGGER)

GENERAL NOTES:

- All signs are to be Type "O" unless otherwise noted on plans.
- Typical Barricade designation - B(III)L. (See Std. Drg. No 2126-C)

To be accompanied by Drg Nos.
S-1, S-5, S-6, S-12, 2126, 2126-A, & 2126-C.

NOTE: All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications for Highway Construction.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION
STANDARD

TEMPORARY PROTECTION & DIRECTION OF TRAFFIC

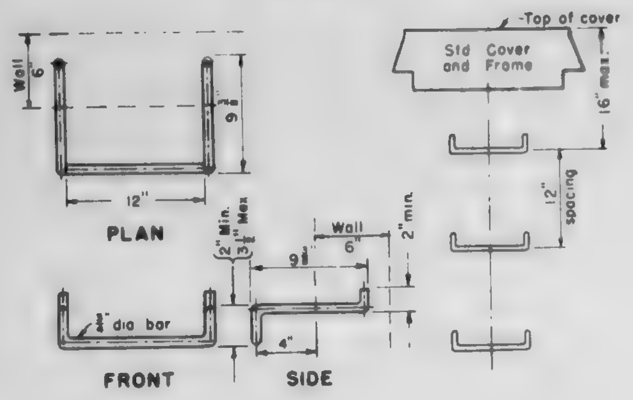
BRIDGE CONSTRUCTION RURAL & URBAN AREAS

NOVEMBER, 1980

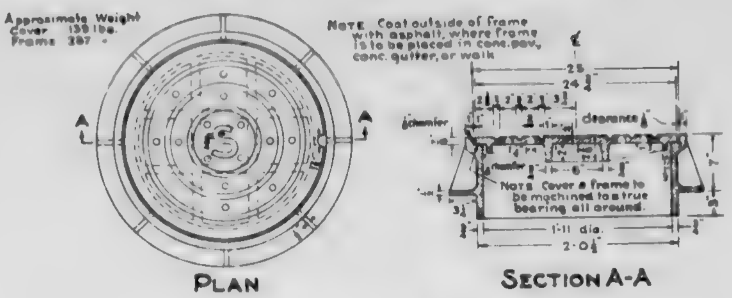
REVISIONS		APPROVED
DATE	DESCRIPTION	
MAR. 1984	ADDED SIGN "ROAD CLOSED" TO RURAL AREA - BR. CONST. (DETOUR)	E Hunter ASST. STATE HIGHWAY ENGINEER
		DRG. NO. 2203

2-10

STEPS


Wall
6"
9 1/8"
12"
PLAN
2" Min.
3 1/2" Max
Wall
6"
9 1/8"
2" min.
3/4" dia bar
4"
FRONT
SIDE
Top of cover
Std Cover and Frame
16" max
12" spacing

STANDARD MANHOLE COVER & FRAME

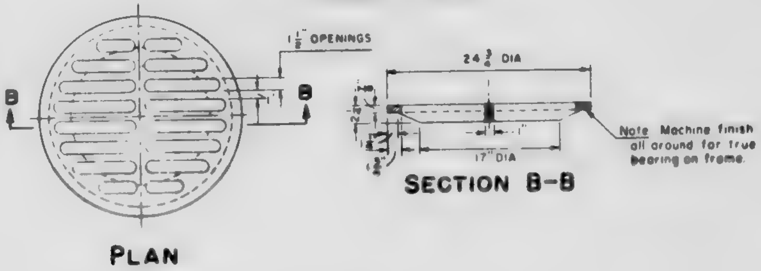

Approximate Weight
Cover 139 lbs.
Frame 287 "
A
A
PLAN
25
24 3/4"
chamfer
clearance
1'-11 dia.
2-0 1/2"
SECTION A-A

NOTE Coat outside of frame with asphalt, where frame is to be placed in conc. pav., conc. gutter, or walk

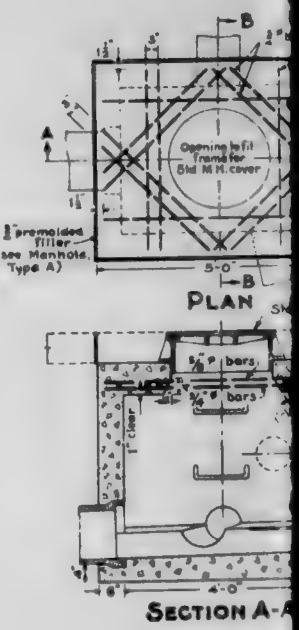
Note Cover & frame to be machined to a true bearing all around.

MANHOLE GRATE

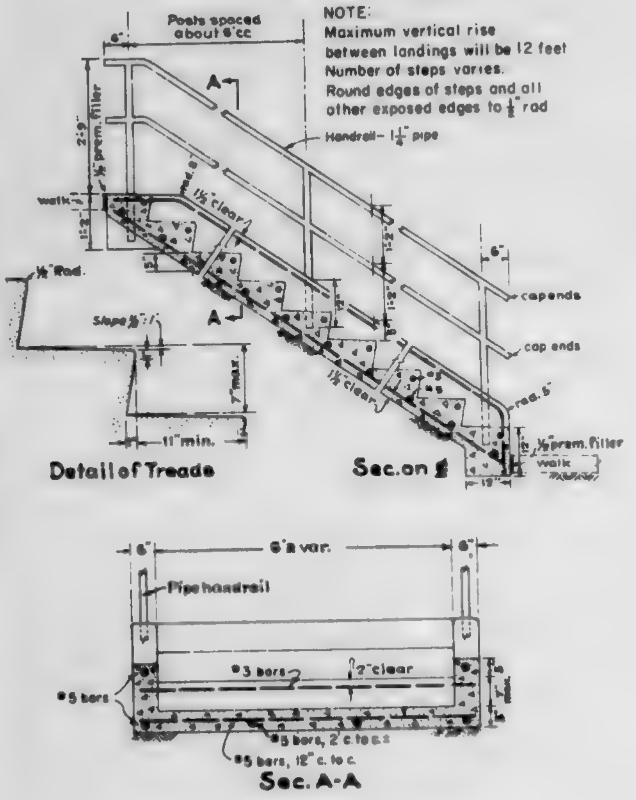
FOR USE WITH STANDARD
MANHOLE FRAME


1 1/2" OPENINGS
B
B
PLAN
24 3/4" DIA
17" DIA
SECTION B-B

Note Machine finish all around for true bearing on frame.

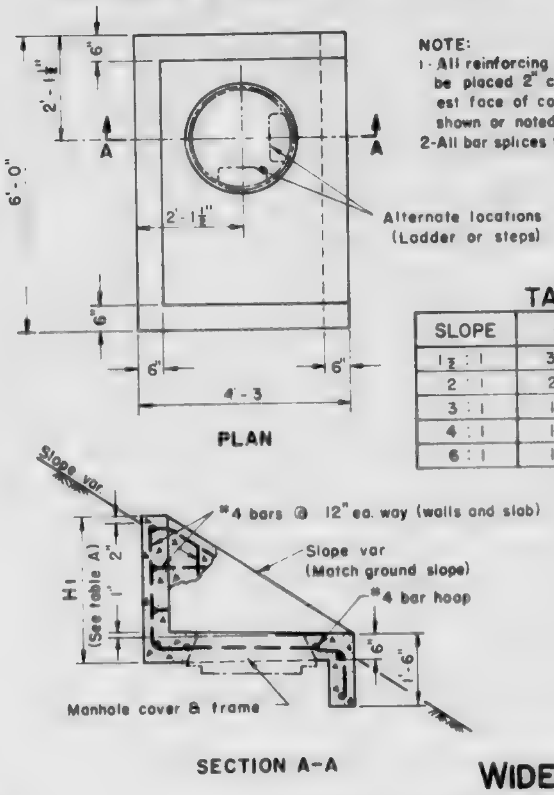

B
B
Opening to fit frame for Std M.H. cover
3/4" premolded filler (see Manhole, Type A)
5'-0"
PLAN
bars
1" clear
4'-0"
SECTION A-A

CONCRETE STAIRWAY


Posts spaced about 6' cc
6"
2'-9"
1/2" prem. filler
walk
Handrail - 1 1/2" pipe
1 1/2" clear
A
A
6"
cap ends
cap ends
1 1/2" clear
1/2" Rad.
Slope 1/8"
7" max
11" min.
1/2" prem. filler
walk
Detail of Treads
Sec. on ℄
6"
6' ± var.
6"
Pipe handrail
#3 bars
2" clear
#5 bars
#5 bars, 2' c. to c.
#5 bars, 12" c. to c.
Sec. A-A

NOTE:
Maximum vertical rise between landings will be 12 feet
Number of steps varies.
Round edges of steps and all other exposed edges to 1/2" rod

CONCRETE SLOPE PROTECTOR


6"
2'-1 1/2"
6'-0"
A
A
2'-1 1/2"
6"
6"
6"
4'-3
PLAN
Slope var
#4 bars @ 12" ea. way (walls and slab)
Slope var (Match ground slope)
#4 bar hoop
H1 (See table A)
1'
2"
6"
1'-6"
Manhole cover & frame
SECTION A-A

NOTE:
1 - All reinforcing steel shall be placed 2" clear of nearest face of conc unless shown or noted otherwise
2 - All bar splices to be 20 dia

Alternate locations (Ladder or steps)

TABLE A

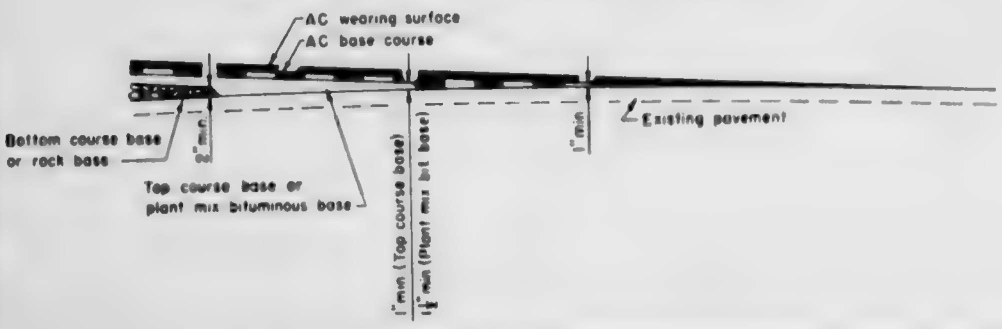
SLOPE	H1	CONC. cu yd	STEEL lb
1 1/2 : 1	3'- 0"	1.00	88
2 : 1	2'- 4 1/2"	0.89	75
3 : 1	1'- 9"	0.78	70
4 : 1	1'- 5 1/2"	0.72	63
6 : 1	1'- 1 1/2"	0.66	60

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.
DO NOT SCALE

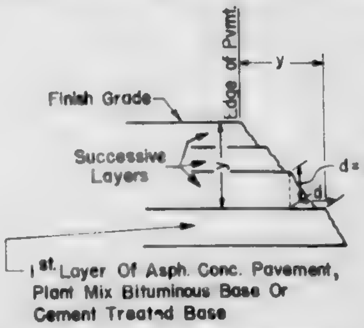
METAL P

METHOD OF FEATHERING

NEW AC PAVEMENT OVER EXISTING PAVEMENT


AC wearing surface
AC base course
Bottom course base or rock base
Top course base or plant mix bituminous base
1" min
1" min (Top course base)
1 1/2" min (Plant mix bit base)
1" min
Existing pavement

WIDENING FOR MULTI-LAYER PAVEMENT CONSTRUCTION


Edge of Pvmt.
y
Finish Grade
Successive Layers
d = Layer Thkn.
d
1st Layer Of Asph. Conc. Pavement, Plant Mix Bituminous Base Or Cement Treated Base

FRAME

rance
me to
a true
round.

A-A

Note Machine finish all around for true bearing on frame

shall
of near-
nless
rwise.
20 dia.

E A

	CONC. cu yd	STEEL lb
	100	88
	089	75
	078	70
	072	63
	066	60

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.

DO NOT SCALE

G FOR
MENT CONSTRUCTION

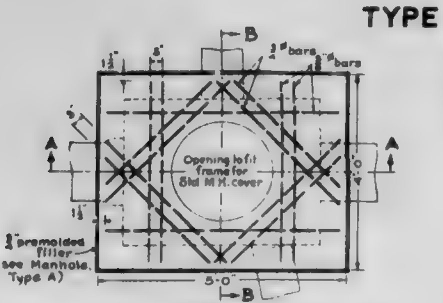
y
d = Layer Thkn.

Pavement,
se Or

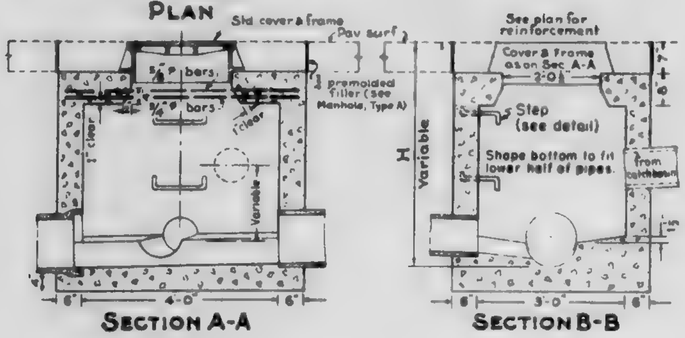
CAST-IN-PLACE MANHOLE

TYPE B*

*Use when depth 'H' is less than minimum for Manhole, Type A


B
B
A
A
bars
bars
Opening to fit frame for Std M.H. cover
¾" premolded filler (see Manhole Type A)
5'-0"

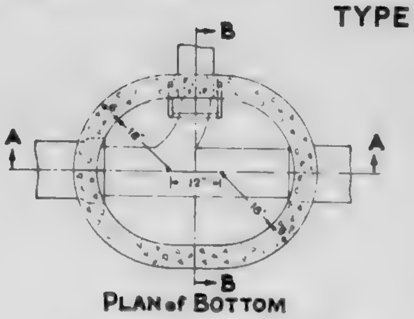
PLAN


Std cover & frame
Pav surf.
bars
bars
¾" premolded filler (see Manhole, Type A)
clear
clear
Variable
4'-0"
6"
6"
See plan for reinforcement
Cover & Frame as on Sec. A-A
2'-0½"
Step (see detail)
Shape bottom to fit lower half of pipes.
from catchbasin
H
Variable
3'-0"
6"
6"

SECTION A-A

SECTION B-B

TYPE A

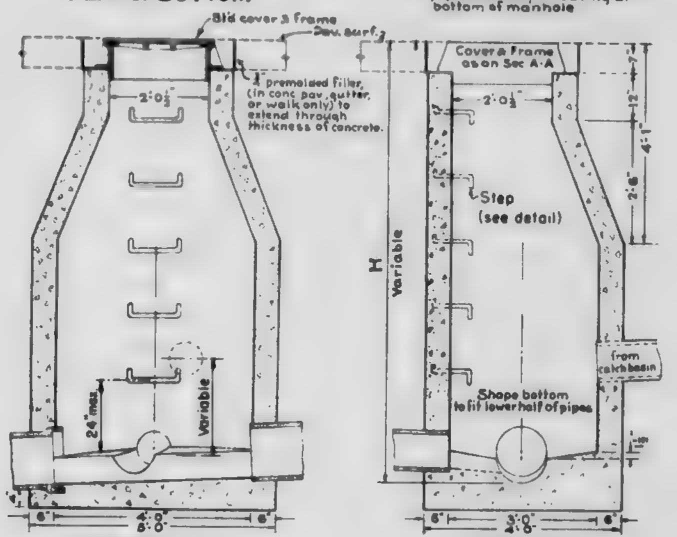


PLAN of BOTTOM

MINIMUM DEPTH 'H'
FOR MANHOLE TYPE A

D*	H
8"	5'-0"
10"	5'-3"
12"	5'-6"
15"	5'-9"
18"	6'-0"
21"	6'-3"
24"	6'-6"
30"	7'-2"
36"	7'-8"

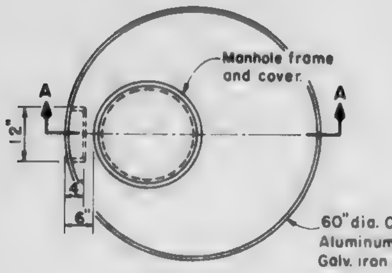
*D is inside diameter of largest pipe entering or leaving at bottom of manhole


Std cover & frame
Pav. surf.
¾" premolded filler, (in conc pav, gutter, or walk only) to extend through thickness of concrete.
2'-0½"
24" max
Variable
5'-0"
6"
6"
Cover & Frame as on Sec. A-A
2'-0½"
12"
4'-1"
2'-6"
Step (see detail)
Variable
H
from catchbasin
Shape bottom to fit lower half of pipes
3'-0"
6"
6"

SECTION A-A

SECTION B-B

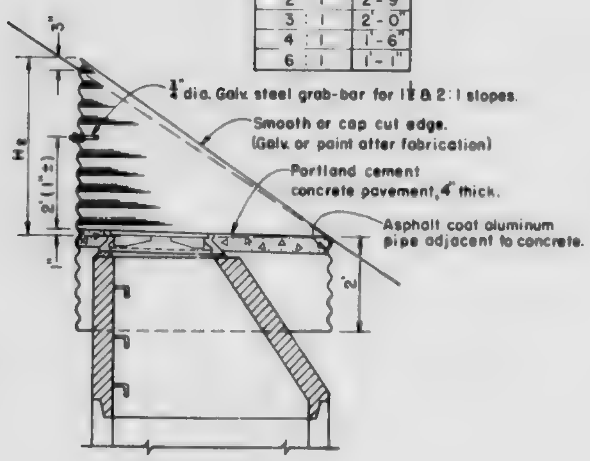
METAL PIPE SLOPE PROTECTOR


Manhole frame and cover.
A
A
12"
6"
60" dia. Corr. metal pipe Aluminum, 0.135" plate Thkn. or Galv. iron or steel, 0.109" plate Thkn

PLAN

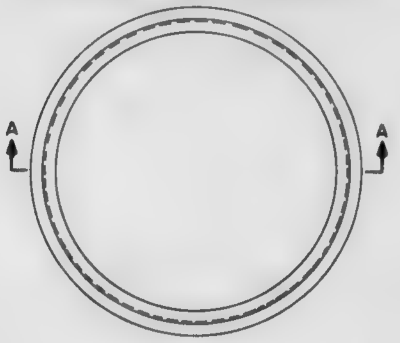
TABLE B

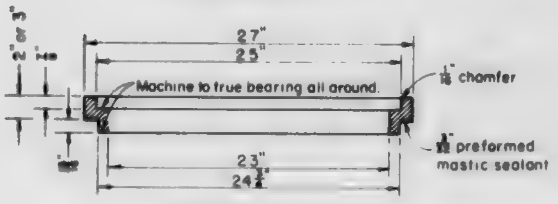
SLOPE	H2
1½ : 1	3'-8"
2 : 1	2'-9"
3 : 1	2'-0"
4 : 1	1'-6"
6 : 1	1'-1"


3"
H2
2'(1½:1)
¾" dia. Galv. steel grab-bar for 1½ & 2:1 slopes.
Smooth or cap cut edge. (Galv. or paint after fabrication)
Portland cement concrete pavement, 4" thick.
Asphalt coat aluminum pipe adjacent to concrete.
1"
2'

SECTION A-A

MANHOLE ADJUSTMENT RINGS
(2 INCH OR 3 INCH INCREMENTS)




2" or 3"
27"
25"
Machine to true bearing all around.
⅛" chamfer
⅛" preformed mastic sealant
23"
24½"

SECTION A-A

GENERAL NOTES:
1. For Precast Manhole see Drg. No. 2050A.

NOTE
All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications For Highway Construction.

STATE OF OREGON
STATE HIGHWAY DIVISION
STANDARD

MISCELLANEOUS STRUCTURES
FOR URBAN PROJECTS

APRIL, 1966

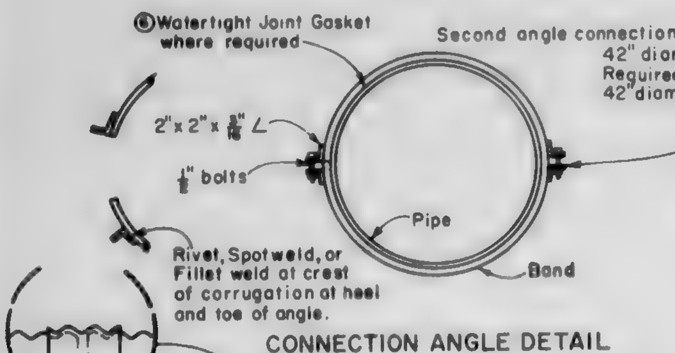
REVISIONS	
DATE	DESCRIPTION
5-1-70	MAX VERT DIST BETWEEN LANDINGS
1-1-72	ADDED A C PAV'T CONST. DETAIL
5-1-75	ADDED METAL PIPE SLOPE PROTECTOR AND MANHOLE ADJUSTMENT RINGS

APPROVED
ASST STATE HIGHWAY ENGINEER

DRG. NO. 2050

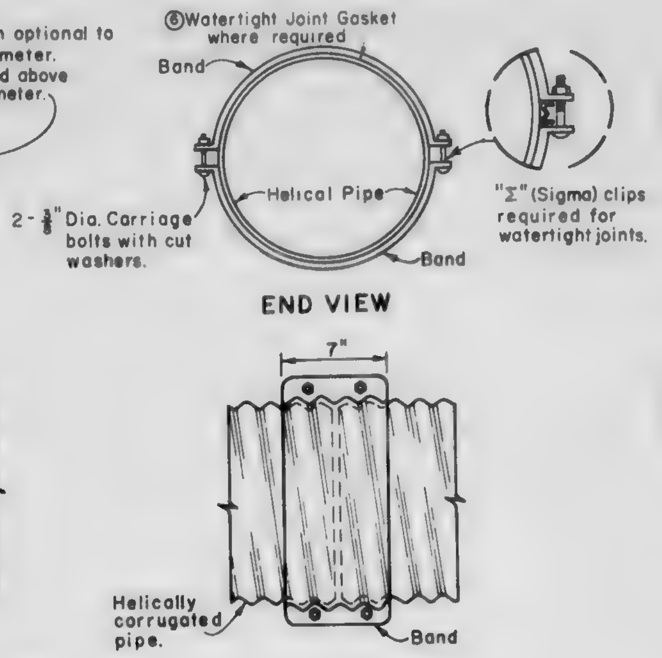
2-11

TYPE A

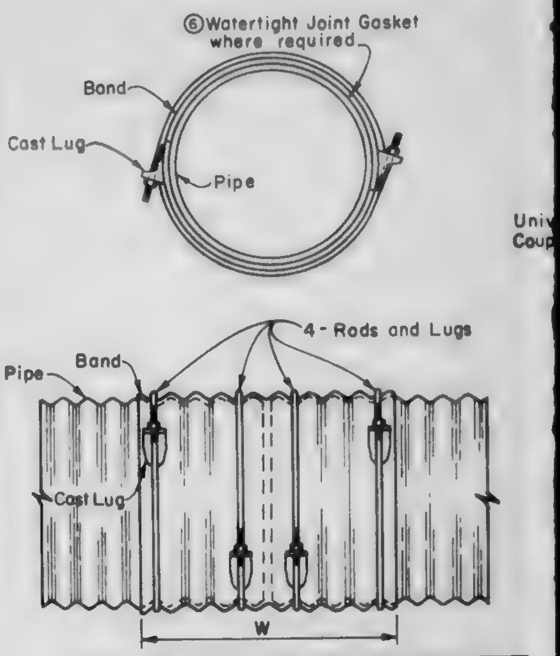

⑥Watertight Joint Gasket where required
Second angle connection optional to 42" diameter. Required above 42" diameter.
2" x 2" x 3/16" ∠
1/2" bolts
Pipe
Band
Rivet, Spotweld, or Fillet weld at crest of corrugation at heel and toe of angle.
CONNECTION ANGLE DETAIL

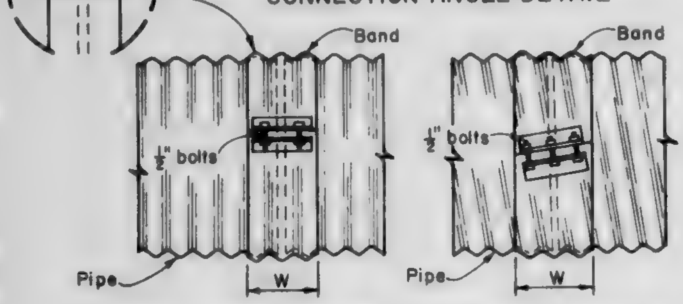
TYPE B

(For 6 - 10 inch dia. pipes)


⑥Watertight Joint Gasket where required
Band
Helical Pipe
2 - 3/8" Dia. Carriage bolts with cut washers.
"Σ" (Sigma) clips required for watertight joints.
Band
END VIEW
7"
Helically corrugated pipe.
Band
TOP VIEW

TYPE D


⑥Watertight Joint Gasket where required
Band
Cast Lug
Pipe
Univ
Coup
4 - Rods and Lugs
Pipe
Band
Cast Lug
W

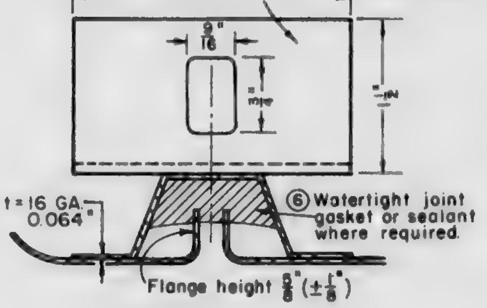

Band
1/2" bolts
Pipe
W
Band
1/2" bolts
Pipe
W

ANNULAR COUPLING HELICAL COUPLING

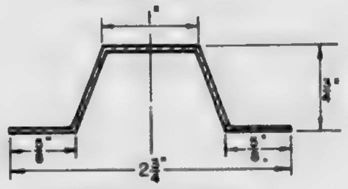
2 2/3" x 1/2" CORRUGATIONS				3" x 1" CORRUGATIONS			
PIPE DIAMETER	W		NUMBER OF 1/2" BOLTS	PIPE DIAMETER	W		NUMBER OF 1/2" BOLTS
	ANN.	HEL.			ANN.	HEL.	
6 - 10	7	7	2	36 - 84⑤	14	14	3
12 - 15	7	12	2 - 3	36 - 120	26	26	5
18 - 84⑤	12	12	3				
24 - 84	24	24	5				

CORRUGATIONS	PIPE DIA. (inches)	ROD DIA. (inches)	NARROW BAND		WIDE BAND	
			W (inches)	No. of Rods	W (inches)	No. of Rods
2 2/3" x 1/2"	12 - 21	[illegible]	12	2		
	24 - 54⑤	1/2	12	2	24	4
	60 - 84⑤	5/8	12	2	24	4
3" x 1"	36 - 54⑤	1/2	14	2	26	4
	60 - 84⑤	5/8	14	2	26	4
	84 - 120	5/8			26	4

TYPE J (Cont'd)

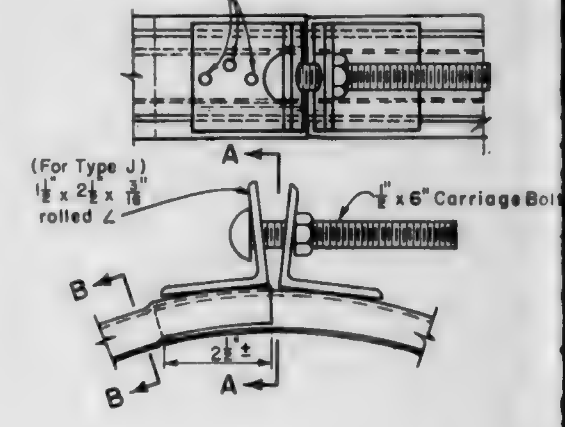

2 1/4"
1 1/2" x 2 1/2" x 3/16" rolled ∠ (for Type J)
9/16"
3/4"
1 1/2"
t = 16 GA. 0.064"
⑥Watertight joint gasket or sealant where required.
Flange height 5/8" (± 1/8")

SECTION A-A

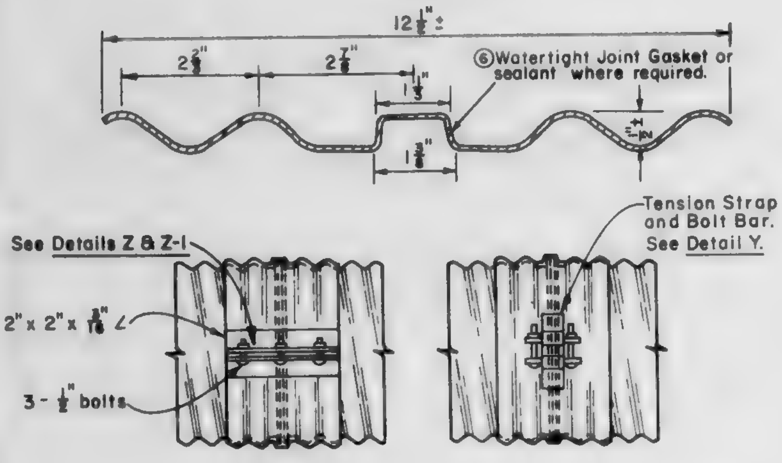

1"
3/4"
5/8"
5/8"
2 3/4"

SECTION B-B

DETAIL Z

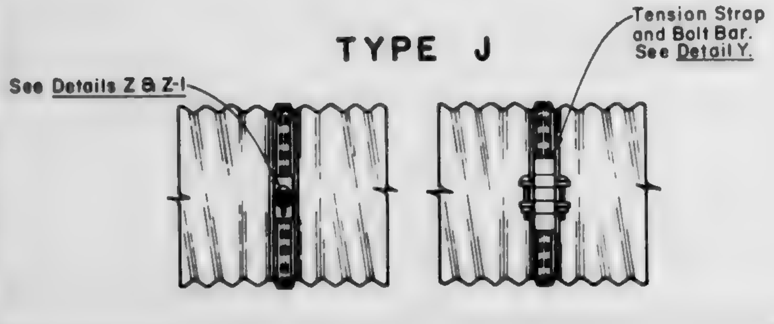

Spot welds
A
(For Type J)
1 1/2" x 2 1/2" x 3/16" rolled ∠
1/2" x 6" Carriage Bolt
B
2 1/2" ±
B
A

TYPE H

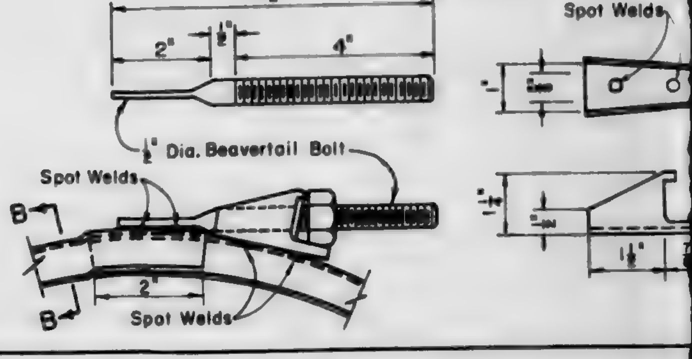

12 1/2" ±
2 2/3"
2 2/3"
1 1/3"
⑥Watertight Joint Gasket or sealant where required.
1/2"
1 3/8"
See Details Z & Z-1
2" x 2" x 3/16" ∠
3 - 1/2" bolts
Tension Strap and Bolt Bar. See Detail Y.

NOTE:
Design variations in fasteners (straps, bars & welds) which provide a tensile strength of 7500 lbs. are permissible

TYPE J

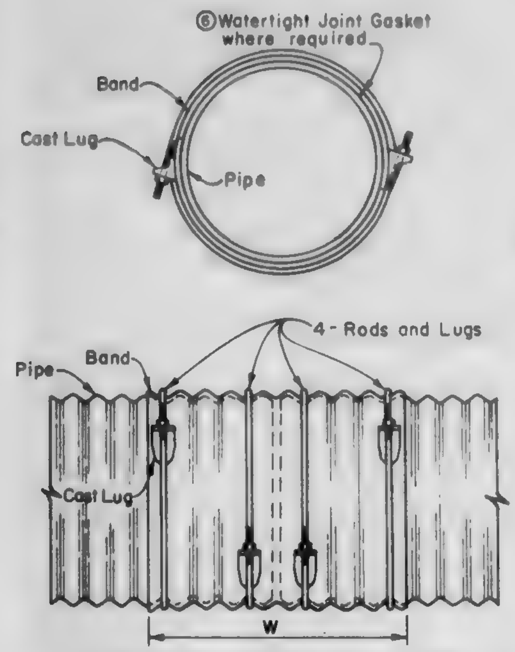

See Details Z & Z-1
Tension Strap and Bolt Bar. See Detail Y.

DETAIL Z-1


6 1/2"
2"
1/2"
4"
1/2" Dia. Beavertail Bolt
Spot Welds
B
2"
B
Spot Welds
Spot Welds
1 1/2"

a) clips
for
t joints.
d ∠
ype J)
joint
alant
ired.

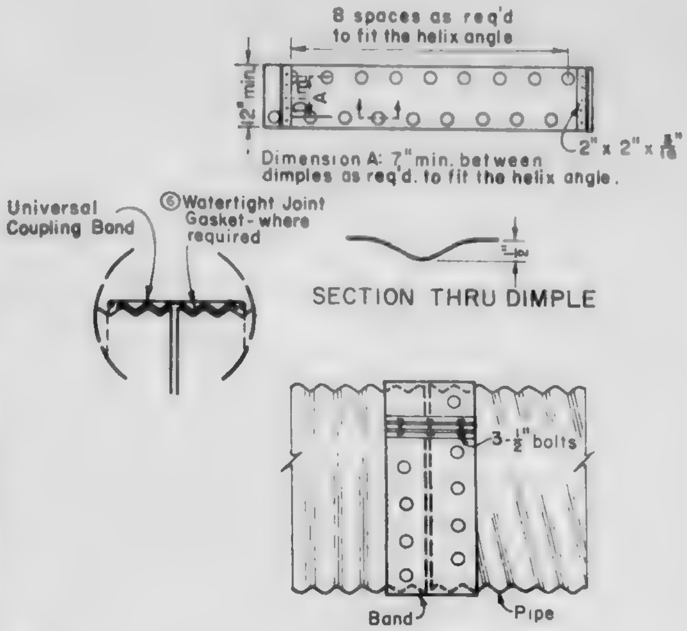
TYPE D


⑥ Watertight Joint Gasket where required
Band
Cast Lug
Pipe
4 - Rods and Lugs
Pipe
Band
Cast Lug
W

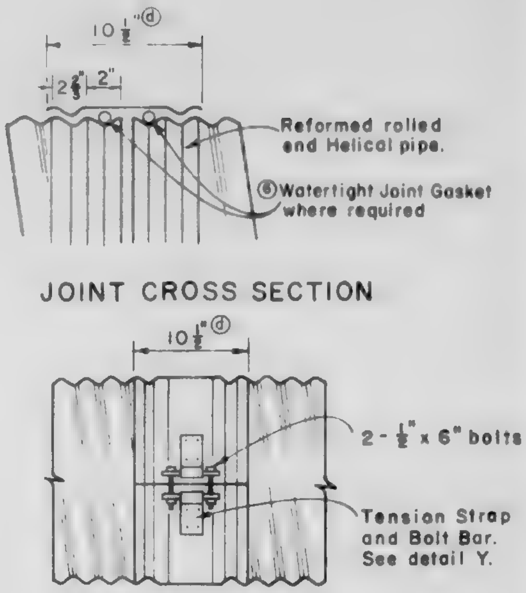
		PIPE DIA. (inches)	ROD DIA. (inches)	NARROW BAND		WIDE BAND	
				W (inches)	No. of Rods	W (inches)	No. of Rods
CORRUGATIONS	$2\frac{2}{3}'' \times \frac{1}{2}''$	12-21	[illegible]	12	2		
		24-54⑤	$\frac{1}{2}$	12	2	24	4
		60-84⑤	[illegible]	12	2	24	4
	$3'' \times 1''$	36-54⑤	$\frac{1}{2}$	14	2	26	4
		60-84⑤	[illegible]	14	2	26	4
		84-120	[illegible]			26	4

TYPE E

(For 12 - 30 inch dia. pipes)

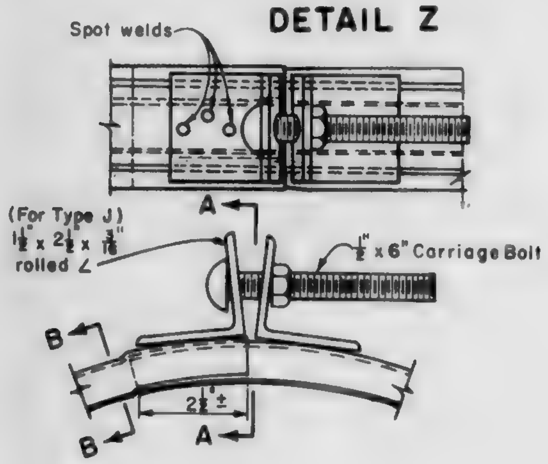

8 spaces as req'd to fit the helix angle
12" min.
A
2" x 2" x $\frac{3}{16}$" ∠
Dimension A: 7" min. between dimples as req'd. to fit the helix angle.
Universal Coupling Band
⑥ Watertight Joint Gasket - where required
SECTION THRU DIMPLE
3 - $\frac{1}{2}$" bolts
Band
Pipe

TYPE F

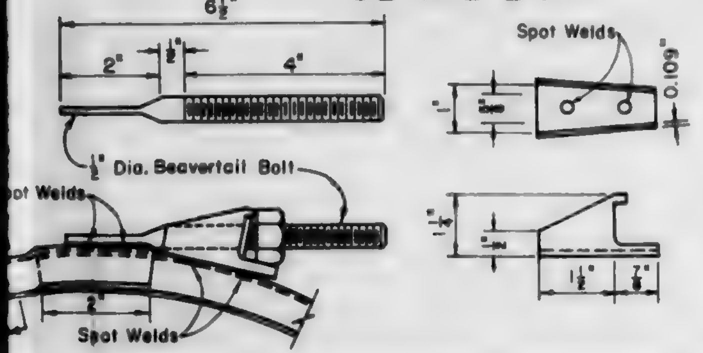

$10\frac{1}{2}$" ⓓ
$2\frac{2}{3}$"
2"
Reformed rolled end Helical pipe.
⑥ Watertight Joint Gasket where required
JOINT CROSS SECTION
$10\frac{1}{2}$" ⓓ
2 - $\frac{1}{2}$" x 6" bolts
Tension Strap and Bolt Bar. See detail Y.

ⓓ For annular pipe with $2\frac{2}{3}'' \times \frac{1}{2}''$ corrugations width is $13\frac{1}{8}''$, with $3'' \times 1''$ corrugations width is $14\frac{3}{4}''$.

DETAIL Z


Spot welds
A
(For Type J) $1\frac{1}{2}$" x $2\frac{1}{2}$" x $\frac{3}{16}$" rolled ∠
$\frac{1}{2}$" x 6" Carriage Bolt
B
$2\frac{1}{2}$" ±
B
A

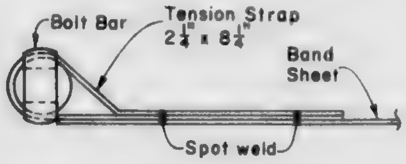
DETAIL Z-1


$6\frac{1}{2}$"
2"
$\frac{1}{2}$"
4"
$\frac{1}{2}$" Dia. Beavertail Bolt
Spot Welds
2"
Spot Welds
Spot Welds
0.109"
$1\frac{1}{2}$"
$\frac{7}{8}$"

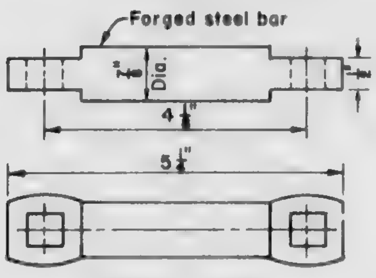
NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.
DO NOT SCALE

DETAIL Y

Tension Strap and Bolt Bar Detail


Bolt Bar
Tension Strap $2\frac{1}{4}$" x $8\frac{1}{2}$"
Band Sheet
Spot weld

TENSION STRAP

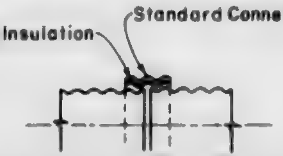

Forged steel bar
Dia.
$4\frac{1}{4}$"
$5\frac{1}{2}$"

FRONT VIEW

BOLT BAR

CONNECTION DETAILS

EXTENDING EXISTING PIPE CULVERT WITH PIPE OF UNLIKE MATERIAL


⑨ Insulation
Standard Connecting Band

GENERAL NOTES:

1. All steel coupling bands and connecting hardware shall be galvanized or aluminum coated.
2. Coupling bands for corrugated iron and steel pipes may be two numerical thicknesses lighter than that used for the pipe but not more than 0.109 nor less than 0.052 inches thick. Coupling bands for corrugated aluminum pipe shall be of the same thickness as that used for the pipe.
3. Types A, D and F coupling bands shown for pipes 15 inches to 72 inches in diameter are typical to arch-type pipes of equal peripheral measurement.
   Type J coupling band shown for pipes 12 inches to 66 inches with pipe thickness 0.064 inches thick to 0.109 inches thick. Type J limited to 36 inch maximum diameter for pipe down slope installions.
4. Type G coupling bands are smooth sleeves of either plastic (approved by the engineer), aluminum or galvanized steel which may be used to couple perforated drain pipe in installations where rigid type drain pipe is an approved alternate. For 6-10 inch pipe width is 6 inches and for 12 - 15 inch pipe width is 8 inches.
5. Under conditions where concrete pipe may be used as an acceptable alternate, the minimum width coupling band indicated for the band type, corrugation and pipe diameter shown may be used.
6. Watertight joints with gaskets are required for irrigation pipes, storm sewers, and other installations when shown on the plans. Gaskets for Types A, B, D and E coupling bands shall be (butt-cemented or vulcan--ized) synthetic, closed-cell sponge rubber 3/8-inch thick of a width equal to the band width and centering on the joint. For pipes 12 inches or less in diameter, the gasket thickness may be 3/16-inch. Gaskets for Type F coupling bands shall be "O" rings conforming to ASTM C-443 and a mastic sealant strip 1/8" inch by 1-1/2 inches wide by 5 inches (10-1/2 inch band) or 8 inches (13-1/8 inch band) or 9 inches (14-3/4 inch band) shall be placed in lap between bands. "O" ring gaskets shall be 13/16 inch minimum diameter (10-1/2 inch and 13-1/8 inch bands) and 1-3/8 inch minimum diameter (14-3/4 inch bands). Gaskets for Types H and J coupling bands shall be butyl rubber base joint sealant or other approved resilient material placed in the channel section and shall be 3/8 inch thick, minimum
7. Joints for sanitary sewers and siphons are to be tested for watertight-ness in accordance with the Standard Specifications.
8. One or two piece coupling bands are optional for pipe diameters up to and including 42 inches. Coupling bands of two or more pieces are required for pipe diameters over 42 inches
9. To prevent galvanic action when unlike metals are connected, the connecting band shall be asphalt coated or other insulating material, satisfactory to the engineer, used.

NOTE:
All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications For Highway Construction.

STATE OF OREGON
STATE HIGHWAY DIVISION
STANDARD

COUPLING BANDS
FOR CORRUGATED METAL PIPE

AUGUST 1977

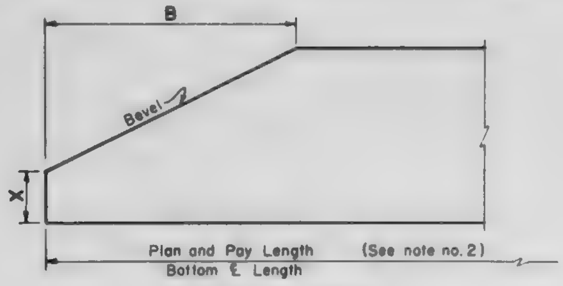
REVISIONS	
DATE	DESCRIPTION
AUG. 1979	TYPE D & CONNECTION DETAILS REVISED; DETAIL Z-1 ADDED
APR. 1984	TYPE J DETAILS REVISED

APPROVED

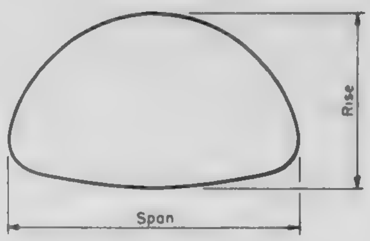
ASST STATE HIGHWAY ENGINEER

DRG. NO. 2091-B

2-12


B
Bevel
X
Plan and Pay Length (See note no. 2)
Bottom ℄ Length

LONGITUDINAL SECTION



END VIEW

ARCH TYPE PIPE

CORRUGATED STRUCTURAL PLATE

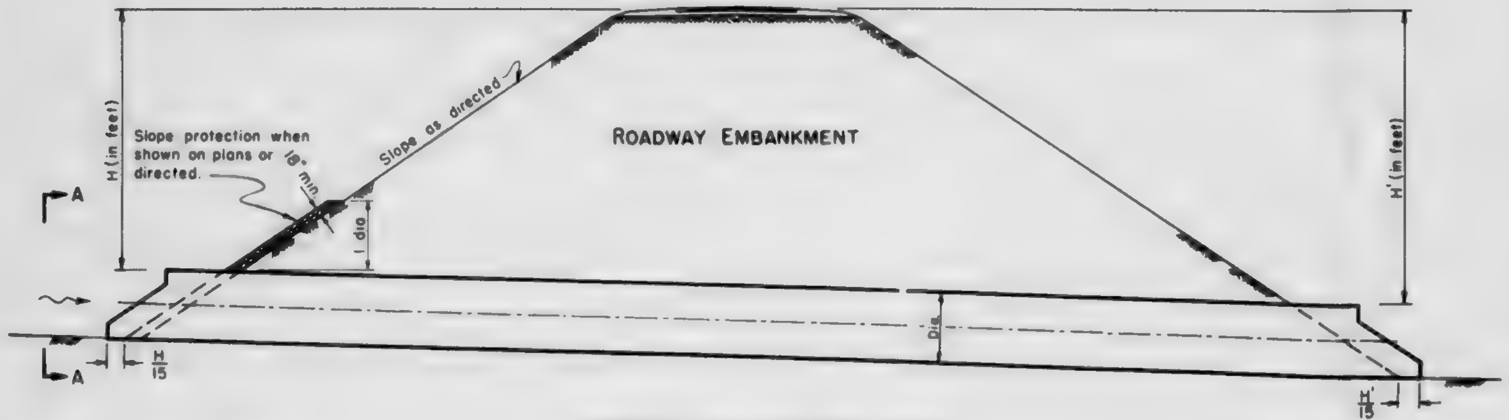
SIZE		X	B feet			SIZE		X	B feet		
			SLOPES						SLOPES		
SPAN	RISE	feet	1½:1	2:1	3:1	SPAN	RISE	feet	1½:1	2:1	3:1
6'-1"	4'-7"	2.3	3.7	5.0	7.4	11'-7"	7'-5"	2.7	7.3	9.8	14.5
6'-4"	4'-9"	2.1	4.2	5.6	8.4	11'-10"	7'-7"	2.5	7.8	10.5	15.7
6'-9"	4'-11"	2.4	4.0	5.3	7.9	12'-4"	7'-9"	2.8	7.6	10.1	15.1
7'-0"	5'-1"	2.3	4.5	6.0	8.9	12'-6"	7'-11"	2.7	8.1	10.8	16.2
7'-3"	5'-3"	2.1	5.0	6.6	9.9	12'-8"	8'-1"	2.5	8.6	11.5	17.2
7'-8"	5'-5"	2.3	4.8	6.4	9.6	12'-10"	8'-4"	2.3	9.2	12.3	18.3
7'-11"	5'-7"	2.2	5.3	7.1	10.5	13'-5"	8'-5"	2.6	9.0	12.0	17.9
8'-2"	5'-9"	2.0	5.8	7.8	11.6	13'-11"	8'-7"	2.9	8.7	11.6	17.4
8'-7"	5'-11"	2.3	5.6	7.5	11.2	14'-1"	8'-9"	2.8	9.2	12.3	18.4
8'-10"	6'-1"	2.2	6.1	8.1	12.1	14'-3"	8'-11"	2.6	9.7	13.0	19.5
9'-4"	6'-3"	2.4	5.9	7.9	11.9	14'-10"	9'-1"	2.9	9.5	12.6	18.9
9'-6"	6'-5"	2.3	6.4	8.5	12.7	15'-4"	9'-3"	3.2	9.3	12.4	18.6
9'-9"	6'-7"	2.2	6.8	9.1	13.7	15'-6"	9'-5"	3.0	9.8	13.0	19.5
10'-3"	6'-9"	2.4	6.7	9.0	13.4	15'-8"	9'-7"	2.8	10.3	13.7	20.5
10'-8"	6'-11"	2.8	6.5	8.6	12.7	15'-10"	9'-10"	2.7	10.9	14.5	21.5
10'-11"	7'-1"	2.6	7.0	9.3	13.9	16'-5"	9'-11"	3.0	10.6	14.1	21.3
11'-5"	7'-3"	2.8	6.8	9.1	13.5	16'-7"	10'-1"	2.8	11.1	14.8	22.3

X dimensions are to top edge of corner plates on structural plate pipe.

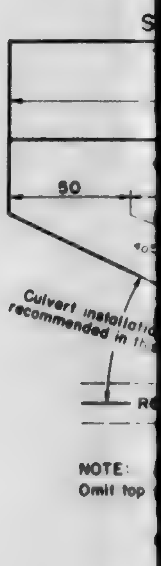
CORRUGATED

SIZE inches	SPAN inches	RISE inches	X inches
15	17	13	5¼
18	21	15	6
21	24	18	7¼
24	28	20	8
30	35	24	9½
36	42	29	10½
42	49	33	11½
48	57	38	13½
54	64	43	15
60	71	47	16½
66	77	52	18
72	83	57	20

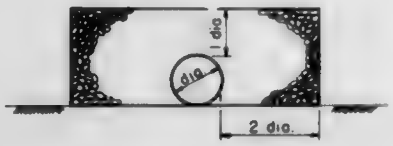
Slopes as directed.


H (in feet)
Slope protection when shown on plans or directed.
18" min.
Slope as directed
ROADWAY EMBANKMENT
1 dia.
A
A
H/15
Dia.
H' (in feet)
H'/15

CIRCULAR OR ELLIPTICAL PIPE

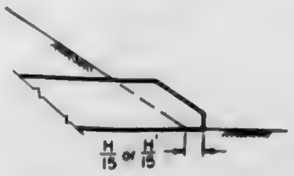

S
50
40
Culvert installatio
recommended in th
R

NOTE:
Omit top


1 dia.
dia.
2 dia.

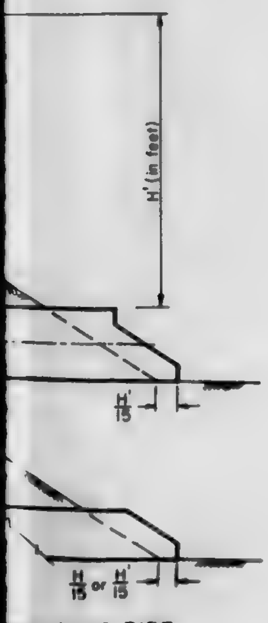
ELEVATION A-A

SECTION
Showing Length of End Projections

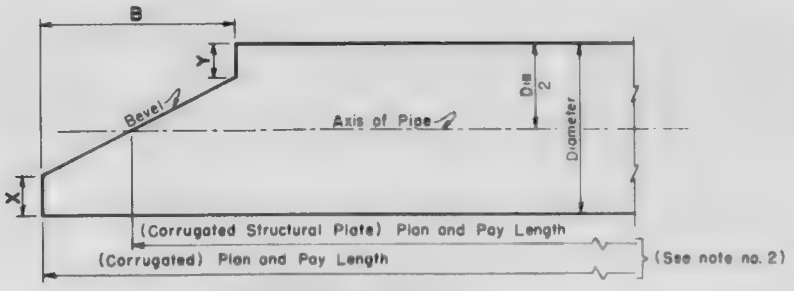


ARCH TYPE PIPE

UGATED	
RISE inches	X inches
13	5¼
15	6
18	7½
20	8
24	9½
29	10½
33	11½
38	13½
43	15
47	16½
52	18
57	20


H' (in feet)
H'/15
H/15 or H'/15

RCH TYPE PIPE


B
Y
Bevel
Axis of Pipe
Dia/2
Diameter
X
(Corrugated Structural Plate) Plan and Pay Length
(Corrugated) Plan and Pay Length
(See note no. 2)

LONGITUDINAL SECTION

CIRCULAR OR ELLIPTICAL PIPE

CORRUGATED

SIZE inches	X & Y inches
12 - 36	0
42	8 ●
48	8 ●
54	8
60	8
66	12
72	12
78	12
84	16

Slopes as directed.

● 0" when used with paved end slope.

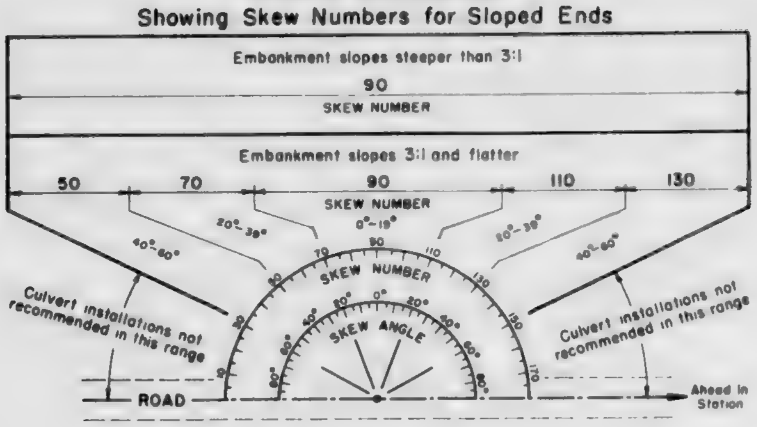
CORRUGATED STRUCTURAL PLATE

SIZE	B feet			ALTERNATE - 1						ALTERNATE - 2		
				X feet			Y feet			X & Y feet		
	SLOPES			SLOPES			SLOPES			SLOPES		
inches	1½:1	2:1	3:1	1½:1	2:1	3:1	1½:1	2:1	3:1	1½:1	2:1	3:1
60	6	6	8	0.4	0.9	1.1	0.6	1.1	1.2	0.5	1.0	1.2
66	6	6	8	0.6	1.2	1.4	0.9	1.3	1.5	0.8	1.3	1.4
72	6	8	12	0.9	1.1	0.9	1.1	1.1	1.1	1.0	1.0	1.0
78	6	6	12	1.1	1.7	1.2	1.4	1.8	1.3	1.3	1.8	1.3
84	6	8	12	1.4	1.4	1.4	1.6	1.6	1.6	1.5	1.5	1.5
90	6	8	12	1.6	1.7	1.7	1.9	1.8	1.8	1.8	1.8	1.8
96	8	8	16	1.2	1.9	1.3	1.4	2.1	1.4	1.3	2.0	1.4
102	8	8	14	1.5	2.2	1.9	1.7	2.4	2.0	1.6	2.3	1.9
108	8	8	14	1.7	2.4	2.1	1.9	2.6	2.2	1.8	2.5	2.2
114	8	14	14	1.9	1.2	2.4	2.2	1.3	2.5	2.1	2.3	2.4
120	8	14	18	2.2	1.4	1.9	2.4	1.6	2.1	2.3	1.5	2.0
126	8	14	18	2.5	1.7	2.2	2.7	1.8	2.3	2.6	1.8	2.3
132	12	14	18	1.4	1.9	2.4	1.6	2.1	2.6	1.5	2.0	2.5
138	12	16	24	1.6	1.7	1.7	1.9	1.8	1.8	1.8	1.8	1.8
144	12	12	20	1.9	2.9	2.6	2.1	3.1	2.7	2.0	3.0	2.7
150	12	16	24	2.1	2.[illegible]	2.2	2.4	2.3	2.3	2.3	2.3	2.3
156	12	16	24	2.4	2.4	2.4	2.6	2.6	2.6	2.5	2.5	2.5
162	12	16	24	2.6	2.7	2.7	2.9	2.8	2.8	2.8	2.8	2.8
168	14	14	22	2.2	3.4	3.3	2.4	3.6	3.4	2.3	3.5	3.3
174	14	14	24	2.5	3.7	3.2	2.7	3.8	3.3	2.6	3.8	3.3
180	14	16	24	3.5	3.4	3.4	3.6	3.6	3.6	3.5	3.5	3.5

For elliptical pipe increase X and Y dimensions by percent of ellipse.

SKEW DIAGRAM

Showing Skew Numbers for Sloped Ends


Embankment slopes steeper than 3:1
90
SKEW NUMBER
Embankment slopes 3:1 and flatter
50
70
90
110
130
SKEW NUMBER
0°-19°
20°-39°
20°-39°
40°-60°
40°-60°
Culvert installations not recommended in this range
Culvert installations not recommended in this range
SKEW NUMBER
10
30
50
70
90
110
130
150
170
SKEW ANGLE
0°
20°
40°
60°
80°
20°
40°
60°
80°
ROAD
Ahead in Station

NOTE:
Omit top step (Y) on skew no's. 50, 70, 110 & 130.

GENERAL NOTES

1- All dimensions are subject to necessary tolerances to meet manufacturer's requirements for plate arrangements.

2-Pipe to be ordered in lengths which are multiples of 2 feet

3-See Drg. No 2091 for installation details

4-All embankment slopes to be warped where required to provide end projections as shown.

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.
DO NOT SCALE

NOTE
All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications For Highway Construction

STATE OF OREGON
STATE HIGHWAY DIVISION
STANDARD

SLOPED ENDS
FOR METAL PIPE

MARCH 1967

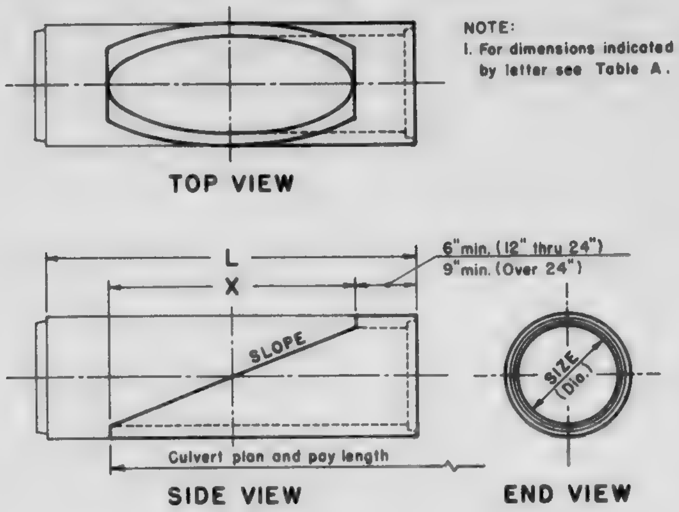
REVISIONS	
DATE	DESCRIPTION
9-1-74	Arch Type Pipe Table

APPROVED
STATE HIGHWAY ENGINEER

DRG. NO. 2112

2-13

CASE I
SINGLE PIPE LENGTH


TOP VIEW
L
X
6" min. (12" thru 24")
9" min. (Over 24")
SLOPE
Culvert plan and pay length
SIDE VIEW
SIZE (Dia.)
END VIEW

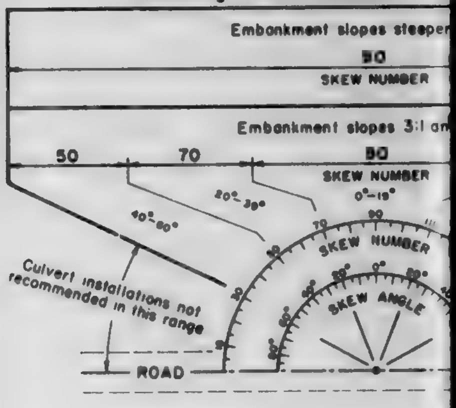
NOTE:
1. For dimensions indicated by letter see Table A.

TAB

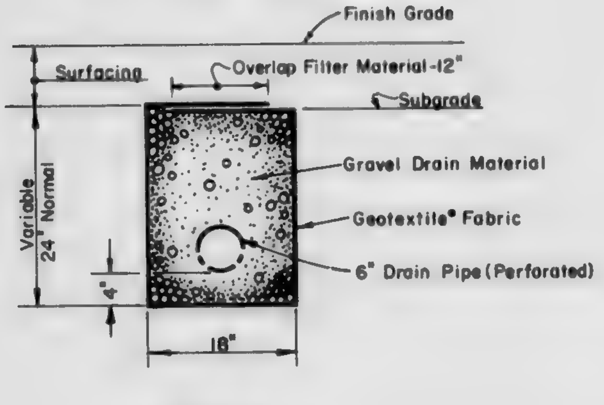
SIZE	SL					
	1½:1			2:1		
	X	CASE 1 L min.	CASE 2 L min.	X	CASE 1 L min.	CASE 2 L min.
DIMENSION						
12	18	36	36	24	36	36
15	22½			30	48	
18	27	48		36		
21	31½			42	72	
24	36			48		
27	40½	72		54		
30	45			60	90	48
33	49½			66		
36	54			72		
42	63	90	48	84		72
48	72			96		
54	81		72	108		

NOTE: Sloped ends shall be made from Class III concrete pi

SKEW DIAGR
Showing Skew Numbers fo


Embankment slopes steeper
90
SKEW NUMBER
Embankment slopes 3:1 an
50
70
90
SKEW NUMBER
0°-19°
20°-39°
40°-60°
SKEW NUMBER
SKEW ANGLE
Culvert installations not recommended in this range
ROAD

SUBGRADE DRAIN


Finish Grade
Surfacing
Overlap Filter Material-12"
℄ Subgrade
Gravel Drain Material
Geotextile* Fabric
6" Drain Pipe (Perforated)
Variable 24" Normal
4"
18"

SECTION

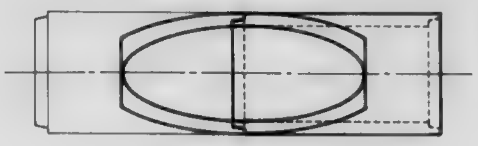
TABLE A

SIZE	SLOPE 1½ : 1			2 : 1			2½ : 1			3 : 1			SIZE
	X	CASE 1 L min.	CASE 2 L min.	X	CASE 1 L min.	CASE 2 L min.	X	CASE 1 L min.	CASE 2 L min.	X	CASE 1 L min.	CASE 2 L min.	
	DIMENSIONS IN INCHES												
12	18	36	36	24	36	36	30	48	36	36	72	36	12
15	22½			30	48		37½	72		45			15
18	27	48		36			45			54			18
21	31½			42	72		52½			63	90	48	21
24	36			48			60	90	48	72			24
27	40½	72		54			67½			81		72	27
30	45			60	90	48	75			90			30
33	49½			66			82½		72	99			33
36	54			72			90			108			36
42	63	90	48	84		72	105			126		90	42
48	72			96			120		90	144			48
54	81		72	108			135						54

NOTE: Sloped ends shall be made from Class III concrete pipe.

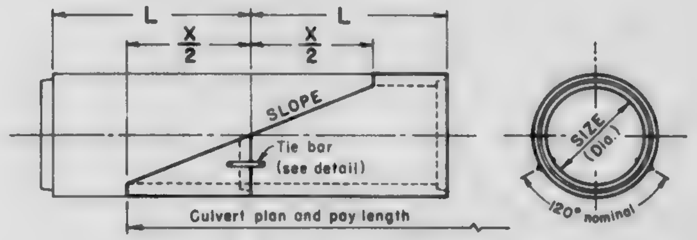
CASE 2

DOUBLE PIPE LENGTH



NOTE:
1. For dimensions indicated by letter see Table A.

TOP VIEW

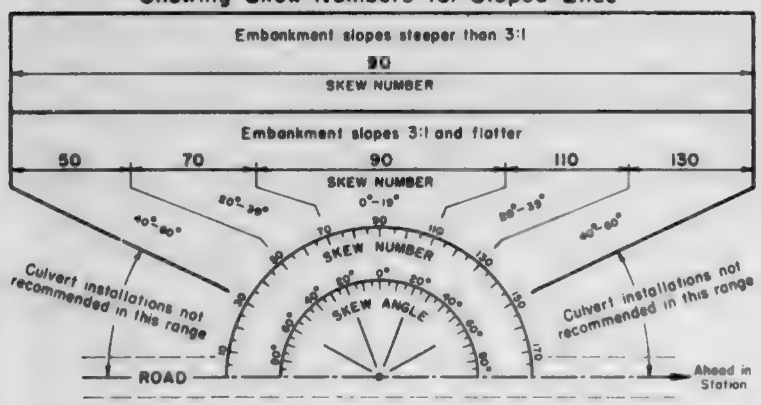

L
X/2
X/2
L
SLOPE
Tie bar (see detail)
Culvert plan and pay length
SIZE (Dia.)
120° nominal

SIDE VIEW

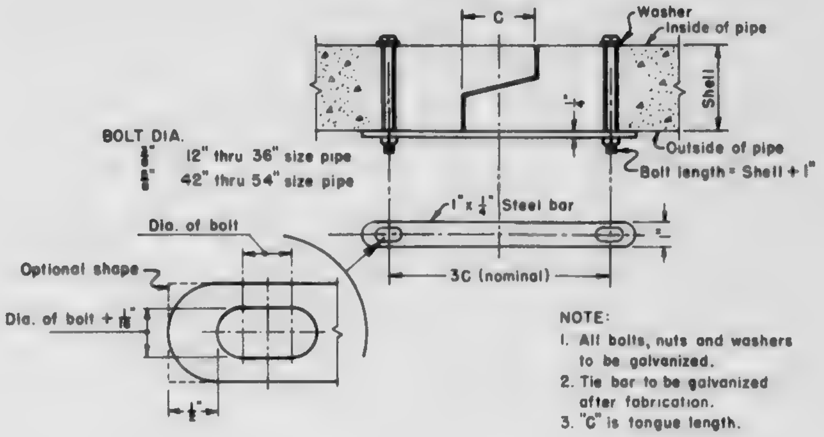
END VIEW

SKEW DIAGRAM

Showing Skew Numbers for Sloped Ends


Embankment slopes steeper than 3:1
90
SKEW NUMBER
Embankment slopes 3:1 and flatter
50
70
90
110
130
SKEW NUMBER
40°-60°
20°-39°
0°-19°
20°-39°
40°-60°
SKEW NUMBER
SKEW ANGLE
Culvert installations not recommended in this range
Culvert installations not recommended in this range
ROAD
Ahead in Station

TIE BAR


C
Washer
Inside of pipe
Shell
Outside of pipe
Bolt length = Shell + 1"
BOLT DIA.
⅜" 12" thru 36" size pipe
⅝" 42" thru 54" size pipe
1" x ¼" Steel bar
3C (nominal)
Dia. of bolt
Optional shape
Dia. of bolt + 1/16"
½"

NOTE:
1. All bolts, nuts and washers to be galvanized.
2. Tie bar to be galvanized after fabrication.
3. "C" is tongue length.

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.

DO NOT SCALE

NOTE:
All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications For Highway Construction.

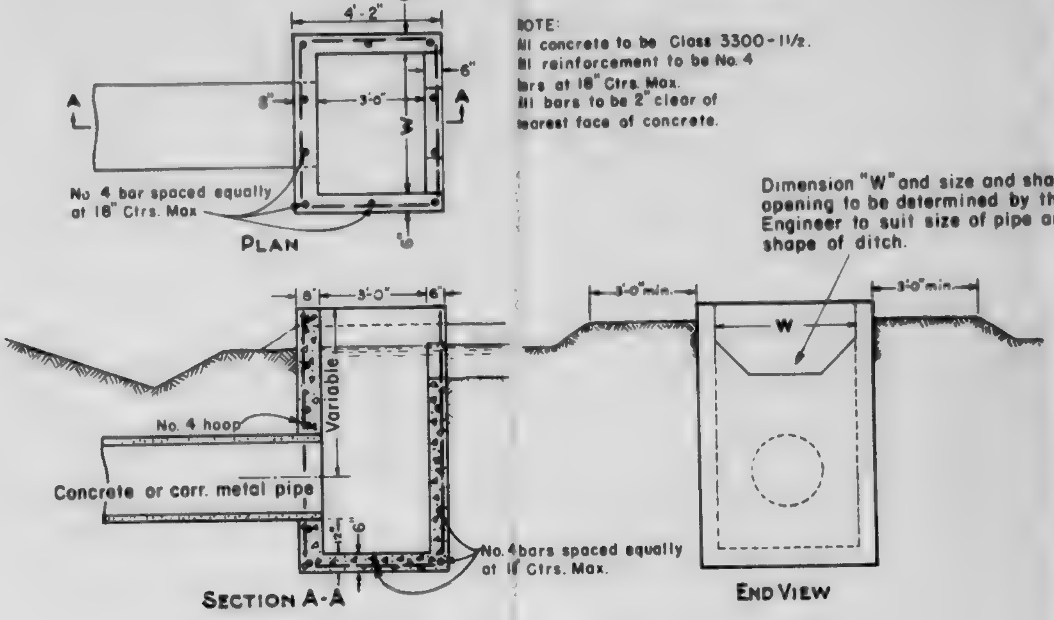
STATE OF OREGON
STATE HIGHWAY DIVISION
STANDARD
SLOPED ENDS
FOR CONCRETE PIPE
& SUBGRADE DRAIN
MARCH, 1967

REVISIONS	
DATE	DESCRIPTION
11-1-72	SKEW DIAGRAM ADDED
10-83	SUBGRADE DRAIN ADDED
APR-84	FABRIC NOTE CHANGED

APPROVED
F B Klaboe
DEPT. STATE HIGHWAY ENGINEER

DRG. NO. 2121

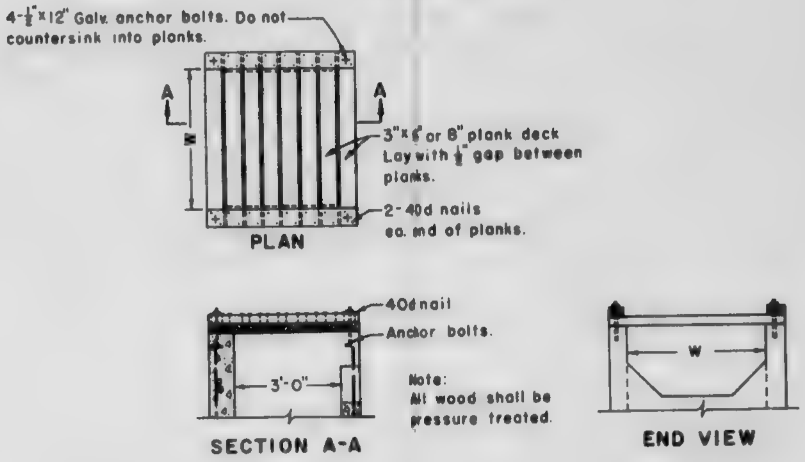
SIPHON BOX AND COVER


4'-2"
9"
6"
8"
3'-0"
W
A
A
No 4 bar spaced equally at 18" Ctrs. Max
PLAN
9"
8"
3'-0"
6"
Variable
No. 4 hoop
Concrete or corr. metal pipe
12"
9"
No. 4 bars spaced equally at 18" Ctrs. Max.
SECTION A-A
3'-0" min.
W
3'-0" min.
END VIEW

NOTE:
All concrete to be Class 3300-1½.
All reinforcement to be No. 4
bars at 18" Ctrs. Max.
All bars to be 2" clear of
nearest face of concrete.

Dimension "W" and size and shape opening to be determined by the Engineer to suit size of pipe and shape of ditch.

SIPHON BOX

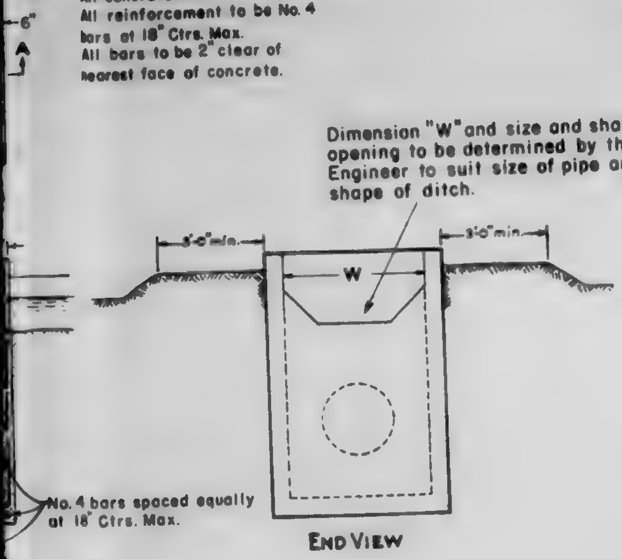

4-½"×12" Galv. anchor bolts. Do not countersink into planks.
A
A
W
3"×6" or 8" plank deck Lay with ⅛" gap between planks.
2-40d nails ea. end of planks.
PLAN
40d nail
Anchor bolts.
3'-0"
SECTION A-A
W
END VIEW

Note:
All wood shall be
pressure treated.

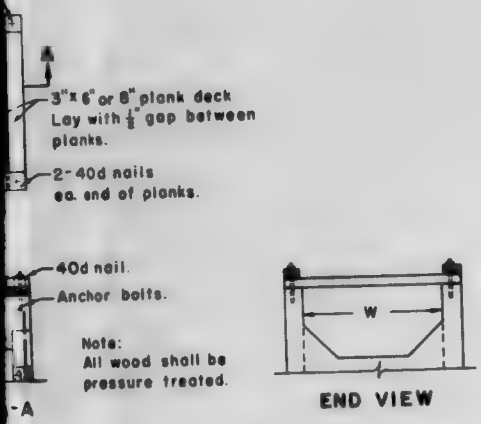
SIPHON BOX COVER

ON BOX AND COVER

NOTE:
All concrete to be Class 3300-1½.
All reinforcement to be No. 4
bars at 18" Ctrs. Max.
All bars to be 2" clear of
nearest face of concrete.


6"
Dimension "W" and size and shape of opening to be determined by the Engineer to suit size of pipe and shape of ditch.
3'-0" min.
3'-0" min.
W
No. 4 bars spaced equally at 18" Ctrs. Max.
END VIEW

SIPHON BOX


A
3" x 6" or 8" plank deck Lay with ½" gap between planks.
2-40d nails ea. end of planks.
40d nail.
Anchor bolts.
W
-A
END VIEW

Note:
All wood shall be
pressure treated.

SIPHON BOX COVER

NOTE
THE SCALE OF THIS PRINT IS
APPROXIMATELY 45% OF THE
ORIGINAL DRAWING.

DO NOT SCALE

NOTE
All material and workmanship shall be in accordance with the current State of Oregon Standard Specification For Highway Construction.

STATE OF OREGON
STATE HIGHWAY DIVISION
STANDARD

MISCELLANEOUS STRUCTURES
FOR INTERURBAN PROJECTS

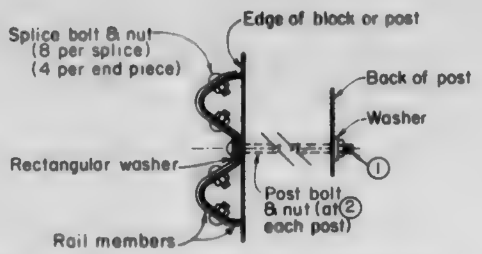
MARCH, 1970

REVISIONS	
DATE	DESCRIPTION
FEB 1983	MAILBOX & METAL INLET DELETED
OCT 1983	REMOVE SUBGRADE DRAIN & DRAINAGE CURBS

APPROVED
ASST STATE HIGHWAY ENGINEER

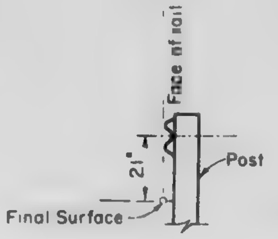
DRG. NO. 2051

GUARD RAIL

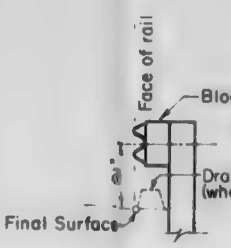

Edge of block or post
Splice bolt & nut (8 per splice) (4 per end piece)
Back of post
Washer
Rectangular washer
①
Post bolt & nut (at ② each post)
Rail members

① Post bolts to extend beyond the tightened nuts within limits of $\frac{1}{4}$" to $\frac{1}{2}$"
② When steel posts are used see "POSTS" for modified bolt details, Drg. No. 2126A.
③ All post bolt threads to be set after assembly for wrench removal only.

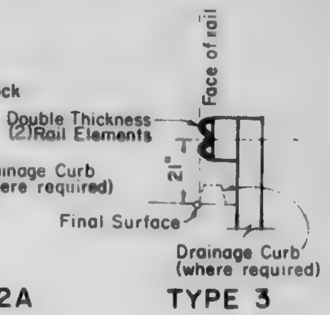
FITTINGS


Face of rail
21"
Post
Final Surface

TYPES 1 & 1A


Face of rail
Block
21"
Drainage Curb (where required)
Final Surface

TYPES 2 & 2A


Face of rail
Double Thickness (2) Rail Elements
21"
Final Surface
Drainage Curb (where required)

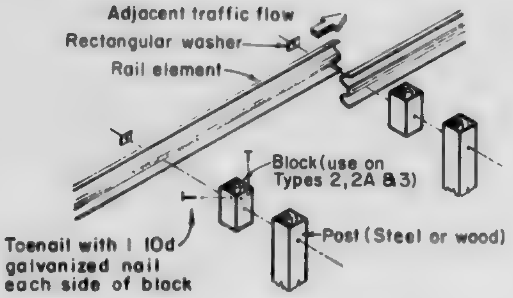
TYPE 3

Final Su

TABLE OF POST SPACING

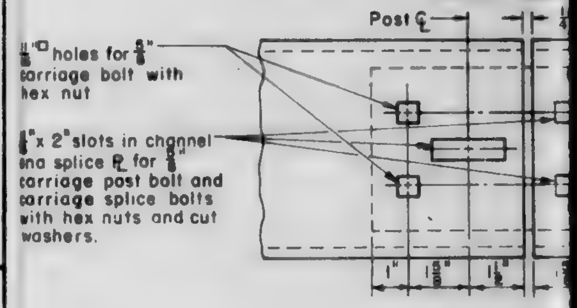
TYPE	SPACING
1 & 2	12'-6"
1A & 2A	6'-3"
3	3'-1½"
4	6'-3"

ASSEMBLY DETAILS


Adjacent traffic flow
Rectangular washer
Rail element
Block (use on Types 2, 2A & 3)
Toenail with 1 10d galvanized nail each side of block
Post (Steel or wood)

RELATION OF PARTS

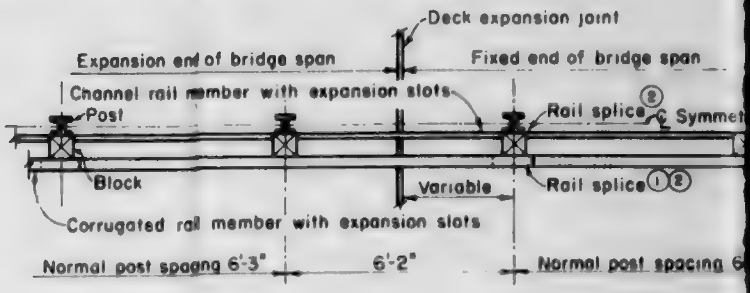
CHANNEL RAIL AN
(METAL MED


Post ℄
$\frac{11}{16}$"□ holes for $\frac{5}{8}$" carriage bolt with hex nut
$\frac{11}{16}$" x 2" slots in channel and splice ℙ for $\frac{5}{8}$" carriage post bolt and carriage splice bolts with hex nuts and cut washers.
1"
1$\frac{5}{8}$"
1$\frac{1}{2}$"

NOTES:

- Channel rail elements and splice plates to b
  and to be galvanized after fabrication in acco
- Nuts, bolts and other hardware for channel r
  Standard Specifications sub-section 710.08
- Clearance to be 1½" at rail splice for bridge e

METAL MEDIAN BARRIER INSTALLATION A


Deck expansion joint
Expansion end of bridge span
Fixed end of bridge span
Channel rail member with expansion slots
Post
Rail splice ②
℄ Symmet
Block
Variable
Rail splice ① ②
Corrugated rail member with expansion slots
Normal post spacing 6'-3"
6'-2"
Normal post spacing 6
Rail expansion slots

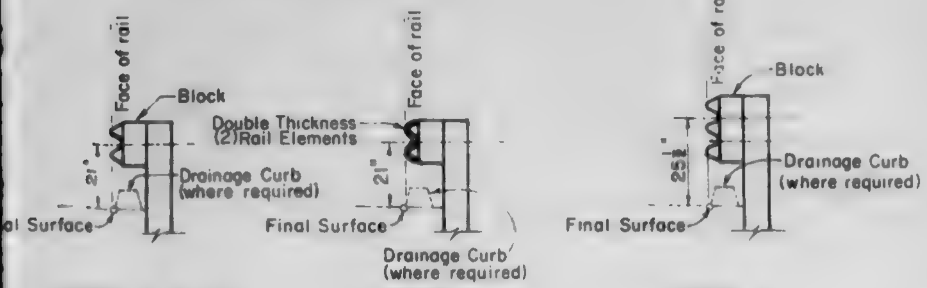
PLAN

NOTES:
① Place 2-$\frac{1}{16}$"
members.
② Adjust nuts

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.

DO NOT SCALE

GUARD RAIL


Face of rail
Block
21"
Drainage Curb
(where required)
al Surface
Face of rail
Double Thickness
(2) Rail Elements
21"
Final Surface
Drainage Curb
(where required)
Face of rail
Block
25½
Drainage Curb
(where required)
Final Surface

TYPES 2 & 2A

TYPE 3

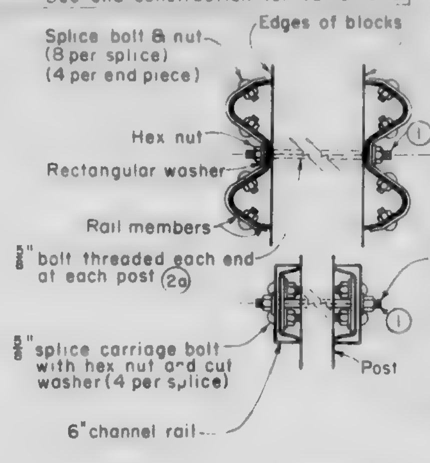
TYPE 4

TABLE OF POST SPACING

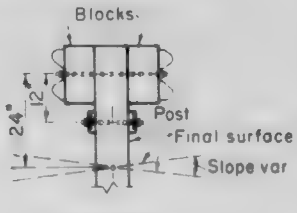
TYPE	SPACING
1 & 2	12'-6"
1A & 2A	6'-3"
3	3'-1½"
4	6'-3"

METAL MEDIAN BARRIER

NOTE Median barrier post spacing 6'-3"
See end construction for variations


Splice bolt & nut
(8 per splice)
(4 per end piece)
Edges of blocks
Hex nut
Rectangular washer
Rail members
①
5/8" bolt threaded each end at each post (2a)
5/8" splice carriage bolt with hex nut and cut washer (4 per splice)
6" channel rail
Post
①
5/8" bolt threaded each end at each post (2b)

FITTINGS

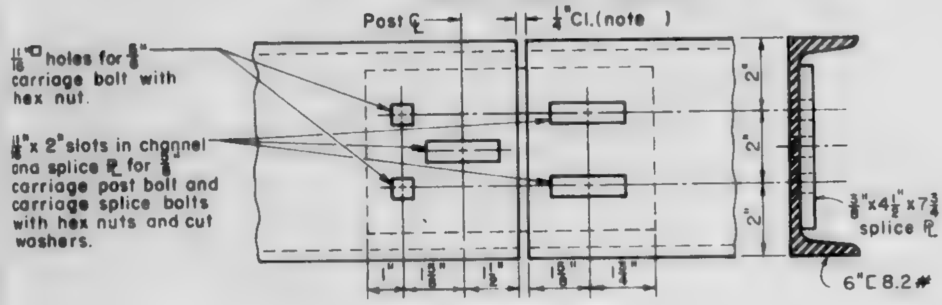

Blocks
12
24"
Post
Final surface
Slope var

SECTION

① Post bolts to extend beyond the tightened nuts within limits of ¼" to ½"

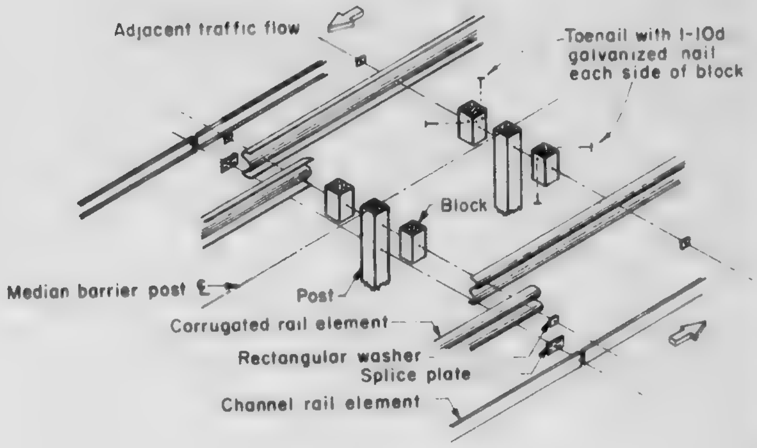
② When barrier separates to double post mounting
- a) use 5/8" button or alternate bolt with washer and hex nut
- b) use 5/8" carriage bolt with washer and hex nut

CHANNEL RAIL AND SPLICE PLATE
(METAL MEDIAN BARRIER)


Post ℄
¼" Cl. (note)
11/16" holes for 5/8" carriage bolt with hex nut.
11/16" x 2" slots in channel and splice ℙ for 5/8" carriage post bolt and carriage splice bolts with hex nuts and cut washers.
2"
2"
2"
3/8" x 4½" x 7¾" splice ℙ
6" ⊏ 8.2#
1"
1⅝"
1½"
1⅝"
1¾"

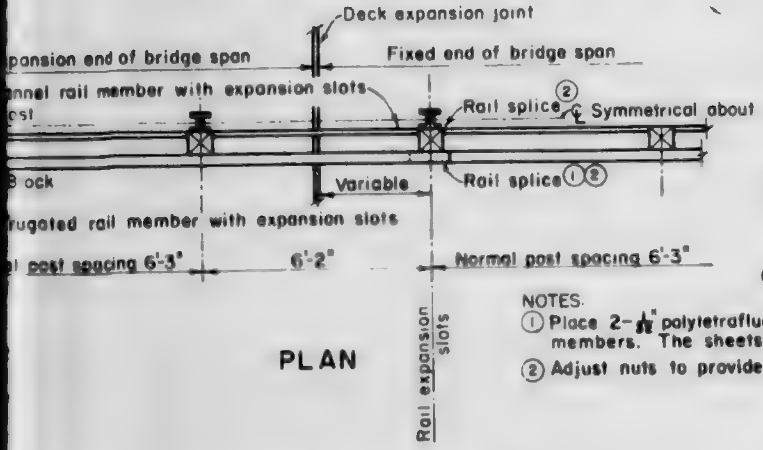
NOTES:
- Channel rail elements and splice plates to be of steel conforming to ASTM A-36 and to be galvanized after fabrication in accordance with ASSHO M 111
- Nuts, bolts and other hardware for channel rail assembly shall conform to OSHD Standard Specifications sub-section 710.08.
- Clearance to be 1½" at rail splice for bridge expansion joints.

ASSEMBLY DETAILS


Adjacent traffic flow
Toenail with 1-10d galvanized nail each side of block
Block
Median barrier post ℄
Post
Corrugated rail element
Rectangular washer
Splice plate
Channel rail element

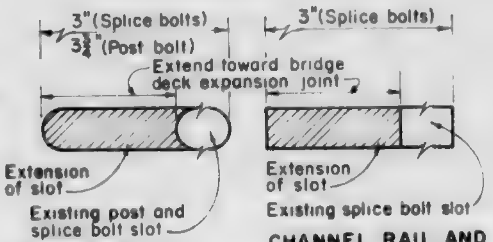
RELATION OF PARTS

MEDIAN BARRIER INSTALLATION AT BRIDGE DECK EXPANSION JOINT


Deck expansion joint
pansion end of bridge span
Fixed end of bridge span
nnel rail member with expansion slots
ost
Rail splice ②
℄ Symmetrical about
B ock
Variable
Rail splice ①②
rugated rail member with expansion slots
l post spacing 6'-3"
6'-2"
Normal post spacing 6'-3"
Rail expansion slots

PLAN

EXPANSION SLOTS


3" (Splice bolts)
3¾" (Post bolt)
Extend toward bridge deck expansion joint
Extension of slot
Existing post and splice bolt slot
3" (Splice bolts)
Extension of slot
Existing splice bolt slot

CORRUGATED RAIL

CHANNEL RAIL AND SPLICE PLATE

NOTES.
① Place 2-1/32" polytetrafluoroethylene (TFE) sheets between corrugated rail members. The sheets shall be 12½" x 19".
② Adjust nuts to provide a sliding fit and set threads to prevent loosening.

GENERAL NOTES
1 For details of parts see Standard Drg 2126A
2 For details of guard rail installation, see Standard Drg 2126B

NOTE: All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications for Highway Construction

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION
STANDARD

GUARD RAIL AND METAL MEDIAN BARRIER

JUNE, 1980

REVISIONS

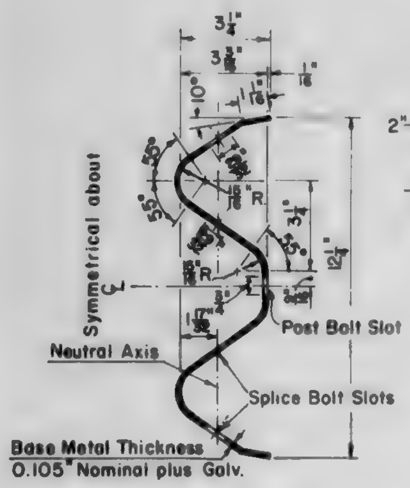
DATE	DESCRIPTION
OCT 1980	TYPE 4 GUARD RAIL ADDED
SEPT 1981	BLOCKS TOENAILED TO POSTS
NOV. 1981	EXPANSION JOINT NOTE REV.

APPROVED

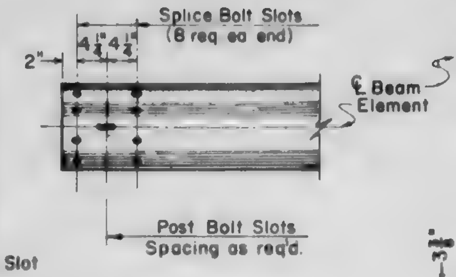
ASST. STATE HIGHWAY ENGINEER

DRG. NO. 2126

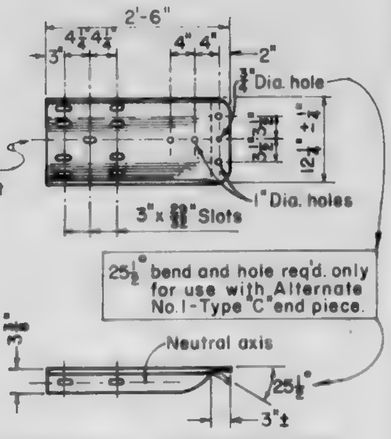
RAIL MEMBERS


3¼"
3⅜"
1/16"
10°
1 1/16"
55°
55°
15/16" R.
3¼"
55°
12¼"
Symmetrical about ℄
Post Bolt Slot
Neutral Axis
Splice Bolt Slots
Base Metal Thickness
0.105" Nominal plus Galv.

SECTION THRU RAIL ELEMENT

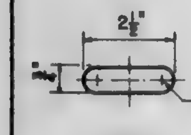

Splice Bolt Slots
(8 req ea end)
4¼" 4¼"
2"
℄ Beam Element
Post Bolt Slots
Spacing as req'd.

ELEVATION OF RAIL ELEMENT

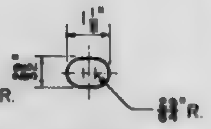

2'-6"
3" 4¼" 4¼"
4" 4"
2"
¾" Dia. hole
12¼" ± ⅛"
1" Dia. holes
3" x 29/32" Slots
25½° bend and hole req'd. only for use with Alternate No.1-Type "C" end piece.
3½"
Neutral axis
25½°
3"±

TERMINAL CONNECTOR

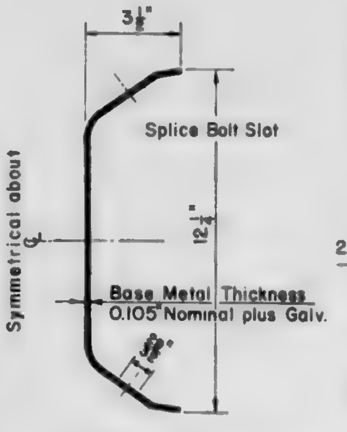
NOTE:
For guard rail installed on radii of 150 feet or less (5' min.) use rail elements pre-curved to industry standard.



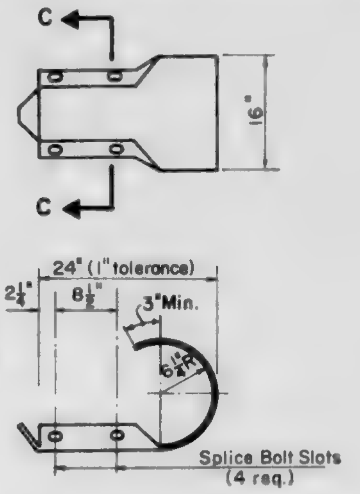
POST BOLT SLOT



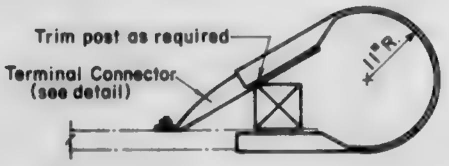
SPLICE BOLT SLOT


3½"
Splice Bolt Slot
12¼"
Symmetrical about ℄
Base Metal Thickness
0.105" Nominal plus Galv.

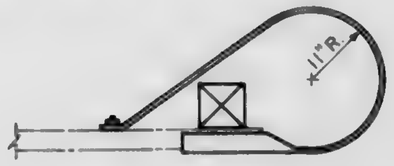
SECTION C-C


C
C
16"
24" (1" tolerance)
2¼"
8½"
3" Min.
6¼" R.
Splice Bolt Slots
(4 req.)

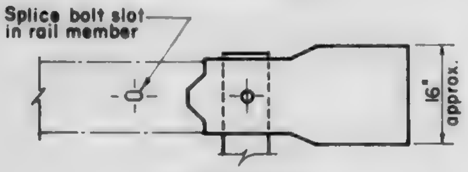
TYPE B END PIECE


Trim post as required
Terminal Connector
(see detail)
11" R.
Rail element

ALTERNATE 1



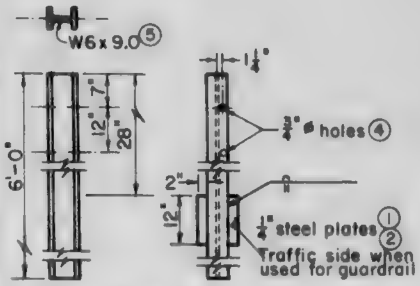
ALTERNATE 2


Splice bolt slot in rail member
16" approx.

ELEVATION

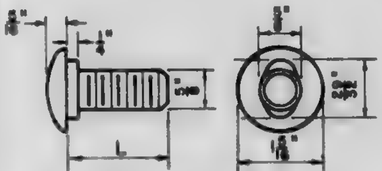
TYPE C END PIECE

For details not shown see Type B End Piece

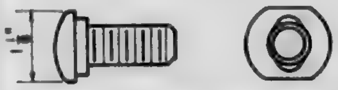

W6 x 9.0 ⑤
6'-0"
12"
7"
28"
1¼"
¾" ø holes ④
2"
12"
¼" steel plates ① ②
Traffic side when used for guardrail

STEEL

① Optional; one 10" x 12" x ¼" plate,
onto post.
② Omit when post welded to bas
③ Place 1 ft. long 12 gauge W b
plate between beam and b
posts where beam splices

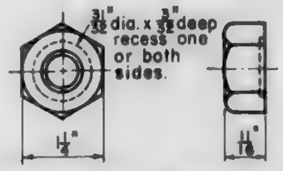

5/16"
¼"
⅝"
L
⅝"
1 1/16"

ALTERNATIVE No. 1



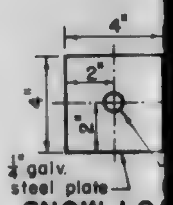
ALTERNATIVE No. 2

L	Thread Length
1¼"	Full length thread
2"	1½" min. thread length
9½"	2" min. thread length
18"	3½" min. thread length
25"	3" min. thread length


31/32" dia. x 3/32" deep recess one or both sides.
1¼"
1 1/16"

POST OR SPLICE BOLT AND NUT

Dimensions to manufacturer's tolerances


4"
2"
4"
2"
¼" galv. steel plate

SNOW LOA

(In areas of heav

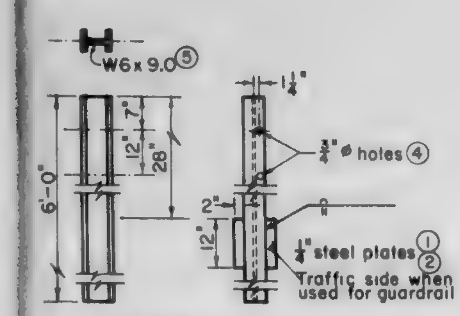
USE ON

⑥ Furnish
structu
⑦ 5¼"m
Cast i
⑧ Not re

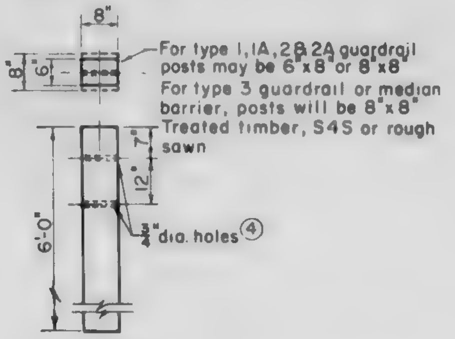
NO
THE SCALE OF
APPROXIMATE
ORIGINAL
DO NOT

2-6.1a

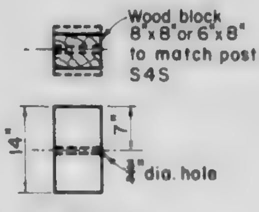
POSTS


W6 x 9.0⑤
1¼"
7"
12"
28"
6'-0"
¾" ø holes④
2"
12"
¼" steel plates①②
Traffic side when used for guardrail

STEEL


8"
8"
6"
For type 1, 1A, 2 & 2A guardrail posts may be 6" x 8" or 8" x 8"
For type 3 guardrail or median barrier, posts will be 8" x 8"
Treated timber, S4S or rough sawn
7"
12"
6'-0"
¾" dia. holes④

WOOD


Wood block 8" x 8" or 6" x 8" to match post. S4S
14"
7"
¾" dia. hole

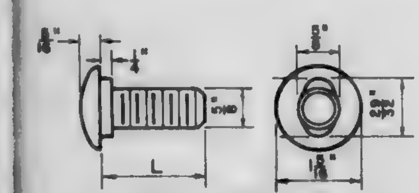
BLOCK

USE ON TYPES 2, 2A & 3 GUARD RAIL & ON MEDIAN BARRIER.

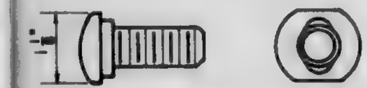
① Optional; one 10" x 12" x ¼" plate, welded or bolted onto post.
② Omit when post welded to base plate
③ Place 1 ft. long 12 gauge W beam back-up plate between beam and block at alternate posts where beam splices do not occur.

④ Lower hole optional. Required only where channel rail is to be installed.
⑤ Replaces W6 x 8.5, which is acceptable as an alternate.

APPURTENANCES

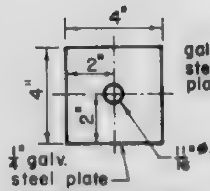

5/16"
¼"
⅝"
⅝"
L
1 5/16"

ALTERNATIVE No. 1



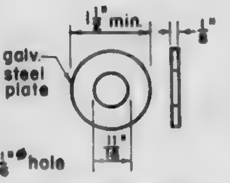
ALTERNATIVE No. 2

L	Thread Length
1¼"	Full length thread
2"	1½" min. thread length
9½"	2" min. thread length
18"	3½" min. thread length
25"	3" min. thread length


4"
2"
4"
2"
¼" galv. steel plate
11/16" ø hole

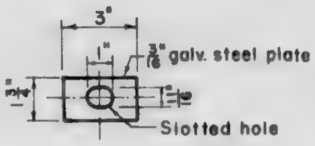
SNOW LOAD

(In areas of heavy snow)


galv. steel plate
1½" min.
⅛"
11/16"

PLAIN⑧

USE ON BACK OF POST

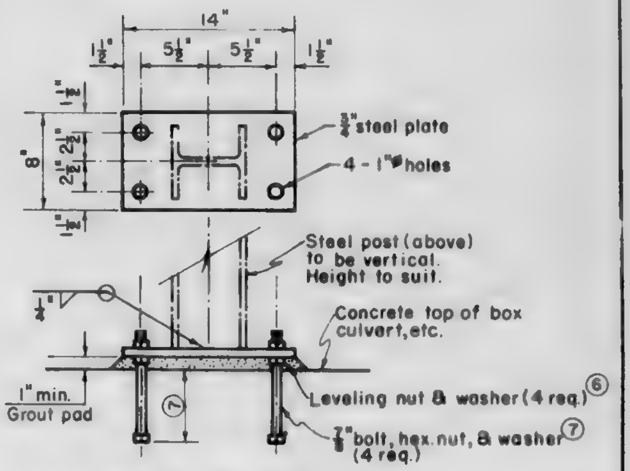

3"
1"
3/16" galv. steel plate
Slotted hole

RECTANGULAR

USE ON RAIL ELEMENT FACE

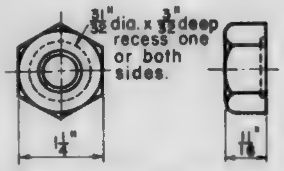
WASHERS

⑥ Furnished & installed by structure contractor when shown on structure plans.
⑦ 5¼" min. penetration into concrete slabs other than bridge decks. Cast in place or core and grout with expanding grout
⑧ Not required for use with "Snow Load" washer.


14"
1½"
5½"
5½"
1½"
1½"
8"
2½"
2½"
1½"
¾" steel plate
4 - 1" ø holes
Steel post (above) to be vertical. Height to suit.
¼"
Concrete top of box culvert, etc.
1" min.
Grout pad
⑦
Leveling nut & washer (4 req.)⑥
⅞" bolt, hex. nut, & washer⑦ (4 req.)

BASE PLATE*

* USE WHEN DEPTH OF COVER IS LESS THAN NORMAL FOR POST INSTALLATION.


31/32" dia. x 3/32" deep recess one or both sides.
1¼"
11/16"

POST OR SPLICE BOLT AND NUT

Dimensions to manufacturer's tolerances

GENERAL NOTES:
1. For assembly and installation details, see Drgs. No. 2126 & 2126B.
2. For details of guard rail connections to structural handrails, see special details or Standard Drawings as called for on the plans.
3. All indicated welds shall attain the full strength of the section welded.

NOTE All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications for Highway Construction.

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.
DO NOT SCALE

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION
STANDARD

GUARD RAIL AND METAL MEDIAN BARRIER PARTS

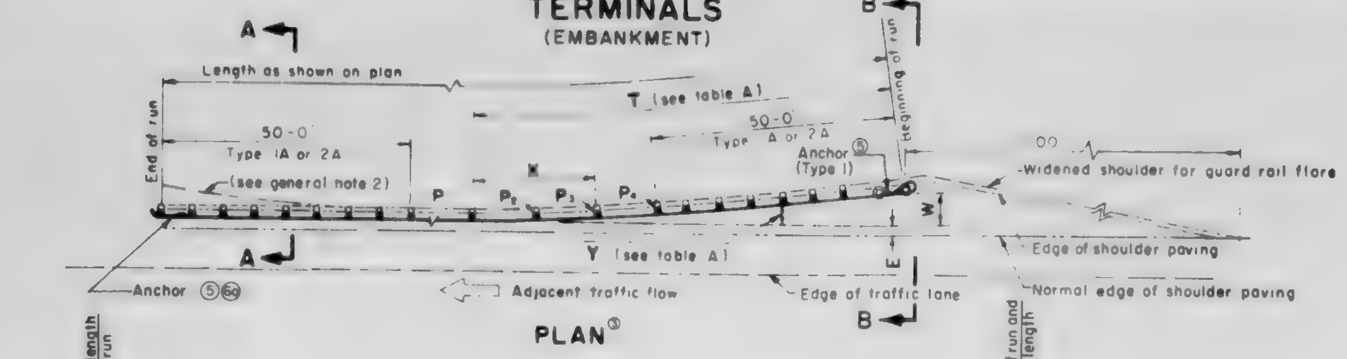
JUNE, 1980

REVISIONS	
DATE	DESCRIPTION

APPROVED
ASST STATE HIGHWAY ENGINEER

DRG. NO. 2126A

TERMINALS
(EMBANKMENT)


A
B
Length as shown on plan
T (see table A)
50-0
Type 1A or 2A
50-0
Type A or 2A
End of run
Beginning of run
(see general note 2)
P
P2
P3
P4
Anchor ⑤
(Type 1)
W
E
100
Widened shoulder for guard rail flare
Y (see table A)
Edge of shoulder paving
Anchor ⑤⑥
Adjacent traffic flow
Edge of traffic lane
Normal edge of shoulder paving
PLAN③

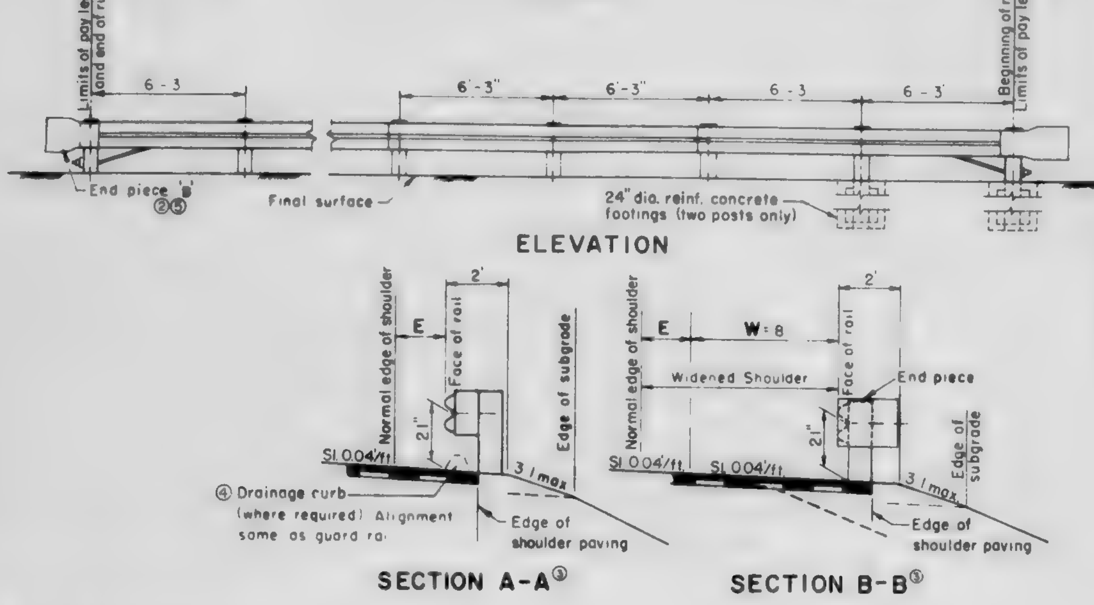

Limits of pay length and end of run
Beginning of run and Limits of pay length
6-3
6'-3"
6'-3"
6-3
6-3'
End piece 'B' ②⑤
Final surface
24" dia. reinf. concrete footings (two posts only)
ELEVATION
Normal edge of shoulder
E
2'
Face of rail
21"
Edge of subgrade
Sl. 0.04/ft
3:1 max
④ Drainage curb (where required) Alignment same as guard rail
Edge of shoulder paving
SECTION A-A③
Normal edge of shoulder
E
W=8
Widened Shoulder
2'
Face of rail
End piece
21"
Edge of subgrade
Sl. 0.04/ft
Sl. 0.04/ft
3:1 max
Edge of shoulder paving
SECTION B-B⑤

TABLE C

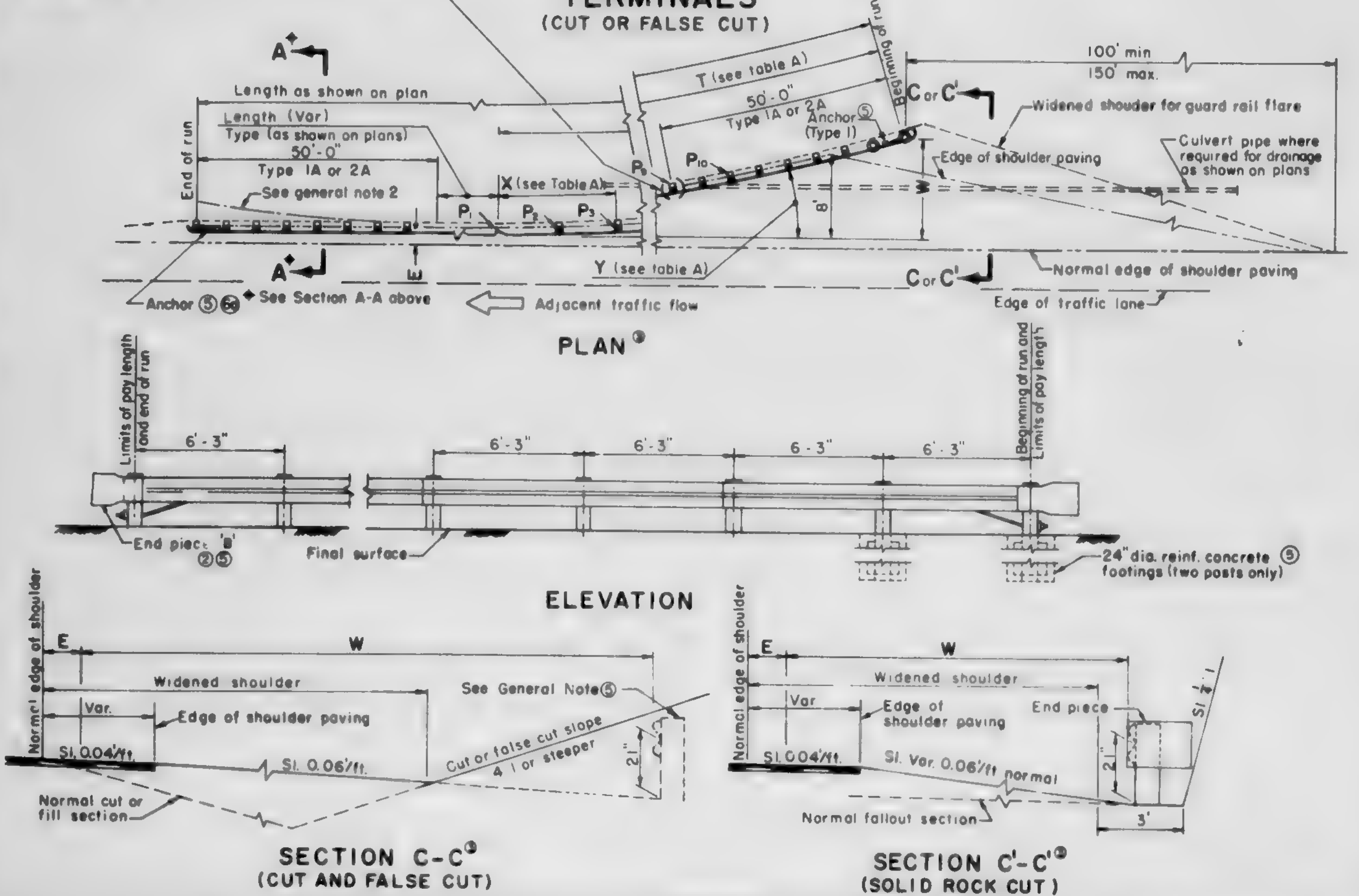
HIGHWAY	E Feet
FREEWAY	2 ⊕
CLASS A(4) & A(2)	2 ⊕
OTHERS	0 △

⊕ E = 0' at median shoulders
△ E = 2' where shown on plans

Curb
Bridge
INSERT
BRIDG
WITH CU
Bridge
INSERT
BRIDG
WITHOUT

Two blocks may be used on one post and/or the block from the adjacent post may be eliminated to allow extra room for the culvert pipe.

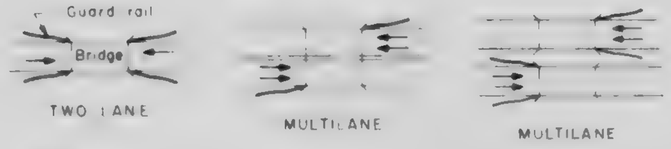
TERMINALS
(CUT OR FALSE CUT)


A
T (see table A)
Beginning of run
100' min
150' max.
Length as shown on plan
Length (Var)
Type (as shown on plans)
50'-0"
Type 1A or 2A
See general note 2
End of run
50'-0"
Type 1A or 2A
Anchor ⑤
(Type 1)
C or C'
Widened shoulder for guard rail flare
Edge of shoulder paving
Culvert pipe where required for drainage as shown on plans
X (see Table A)
P1
P2
P3
P9
P10
8'
E
Y (see table A)
Normal edge of shoulder paving
Anchor ⑤⑥ ◆ See Section A-A above
Adjacent traffic flow
Edge of traffic lane
PLAN③
Limits of pay length and end of run
Beginning of run and Limits of pay length
6'-3"
6'-3"
6'-3"
6-3"
6'-3"
End piece 'B' ②⑤
Final surface
24" dia. reinf. concrete ⑤ footings (two posts only)
ELEVATION
Normal edge of shoulder
E
W
Widened shoulder
Var.
Edge of shoulder paving
Sl. 0.04/ft.
Sl. 0.06/ft.
See General Note⑤
Cut or false cut slope 4:1 or steeper
21"
Normal cut or fill section
SECTION C-C③
(CUT AND FALSE CUT)
Normal edge of shoulder
E
W
Widened shoulder
Var
Edge of shoulder paving
End piece
Sl. 0.04/ft
Sl. Var. 0.06/ft normal
Sl. 1:1
21"
3'
Normal fallout section
SECTION C'-C'③
(SOLID ROCK CUT)

TABLE

POST	W in fe						
	4.00	5.00	6.00	7.00	8.00	9.00	10.00
	Y in fe						
P1	0	0	0	0	0	0	0
P2	0.25	0.20	0.17	0.14	0.12	0.11	0.12
P3	1.00	0.80	0.67	0.57	0.50	0.44	0.49
P4	2.25	1.80	1.50	1.29	1.12	1.00	1.11
P5	4.00	3.20	2.67	2.29	2.00	1.78	1.98
P6		5.00	4.17	3.57	3.13	2.78	3.09
P7			6.00	5.14	4.50	4.00	4.44
P8				7.00	6.12	5.44	6.05
P9					8.00	7.11	7.90
P10						9.00	10.00
P11							
P12							
P13							
	T in fe						
	50	62.5	75	87.5	100	112.5	

LOCATIONS AT BRIDGE ENDS
MINIMUM SHOWN


Guard rail
Bridge
TWO LANE
MULTILANE
MULTILANE

NOTE
1 Guard rail at indicated positions is required for protection at bridge ends Additional guard rail is to be installed as required by guard rail warrant and fastened to bridge
2 Face of guard rail at locations shown above must match face of bridge curb or bridge rail on structures without curb

TYPE 3 GUARD RAIL USE AT BRIDGE ENDS(6b)⑦⑧
FOR LOCATIONS SHOWN ABOVE

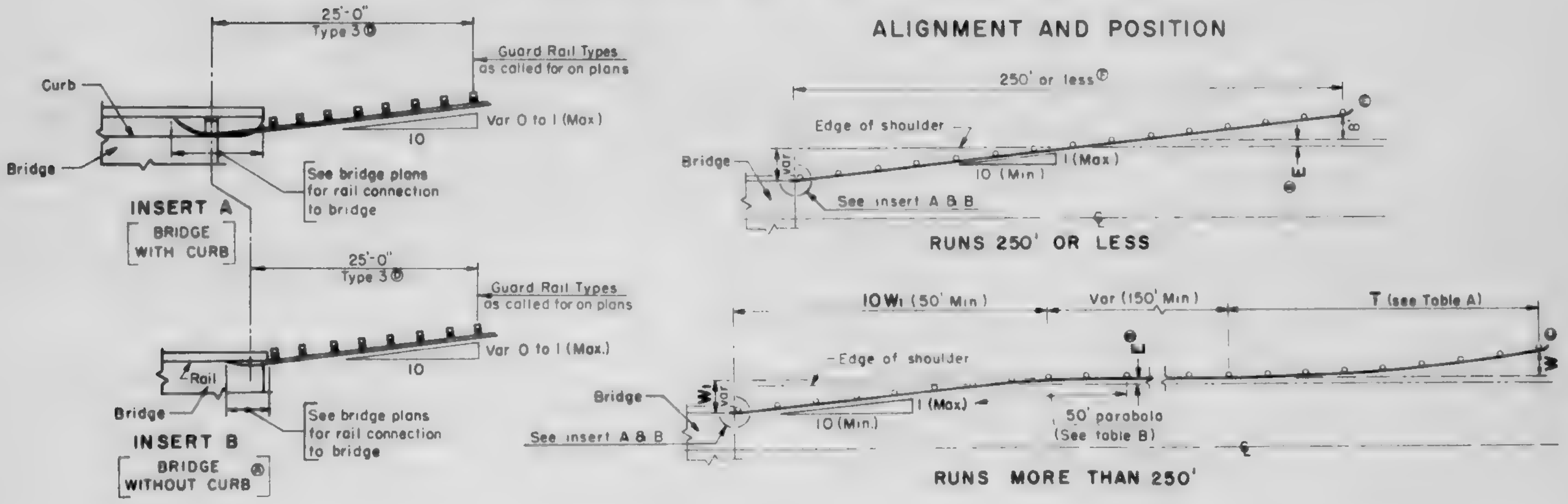
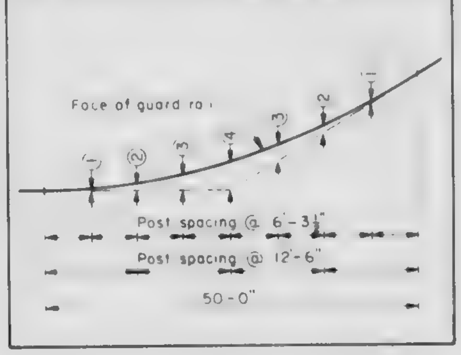

25'-0"
Type 3 Ⓓ
Guard Rail Types as called for on plans
Curb
Var 0 to 1 (Max)
10
Bridge
See bridge plans for rail connection to bridge
INSERT A
BRIDGE WITH CURB
25'-0"
Type 3 Ⓓ
Guard Rail Types as called for on plans
Var 0 to 1 (Max.)
10
Rail
Bridge
See bridge plans for rail connection to bridge
INSERT B
BRIDGE WITHOUT CURB Ⓐ
ALIGNMENT AND POSITION
250' or less Ⓕ
Ⓒ
8
Edge of shoulder
Bridge
var
1 (Max)
10 (Min)
E
Ⓑ
See insert A & B
℄
RUNS 250' OR LESS
10W1 (50' Min)
Var (150' Min)
T (see Table A)
Ⓑ
E
Ⓔ
W
Edge of shoulder
Bridge
W1
var
1 (Max)
10 (Min.)
50' parabola (See table B)
See insert A & B
℄
RUNS MORE THAN 250'

TABLE A

POST	W in feet													X
	4.00	5.00	6.00	7.00	8.00	9.00	10.00	12.00	14.00	16.00	18.00	20.00	22.00	
	Y in feet													feet
P_1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P_2	0.25	020	0.17	0.14	0.12	0.11	0 12	0 12	0 14	0.13	0 15	0.14	0 15	12.5
P_3	1 00	0.80	0.67	0.57	0.50	0.44	0.49	0.48	056	053	059	0.56	0.61	25
P_4	2 25	1.80	1.50	1.29	1.12	1.00	1.11	1.08	1.26	1 19	1 34	1.25	1.38	375
P_5	4.00	3.20	2 67	2.29	2 00	1.78	1.98	1.92	2 24	2.12	2 38	2.22	2 44	50
P_6		5.00	4.17	3.57	3.13	2.78	3 09	3.00	3.50	3.31	3.72	3.47	3 82	625
P_7			6.00	5 14	4 50	4 00	4 44	4.32	5.04	4.76	5 36	5.00	5.50	75
P_8				7 00	6.12	5 44	6.05	5 88	6.86	6.48	7 29	6.81	7 49	875
P_9					8.00	7 11	7 90	7.68	8.96	8.46	9.52	8 89	9.78	1 00
P_{10}						9.00	10.00	9.72	11.34	10.71	12.06	11.25	12.38	1125
P_{11}								12.00	14.00	13.22	14 88	13.89	15.28	1 25
P_{12}										16.00	18.00	16.80	18.49	1375
P_{13}												20.00	22.00	150
	T in feet													
	50	62.5	75	87.5	100	112.5		125		1375		150		

TABLE B

DIMENSION	W1 in feet							
	2 00	3 00	4 00	5 00	6 00	7 00	8 00	9.00
	feet							
①	0.01	0 01	0 01	0 01	0.02	0 02	0 02	002
②	0 02	0 03	0 04	005	0 06	0 07	0 08	0.09
③	005	007	0 09	0 12	0 14	0 16	0 19	0 21
④	0 08	0 13	0 17	0 21	0 25	0 29	0 33	0 38


Face of guard rail
①
②
③
④
Post spacing @ 6'-3½"
Post spacing @ 12'-6"
50'-0"

Ⓐ Or curb does not project past rail
Ⓑ See Table C
Ⓒ See Terminals
Ⓓ Type 3 Guard Rail installation limits at bridge ends are shown on applicable bridge drawings.
Ⓔ Guard rail to be extended with parabolic curve when end of run is to be buried. For details of parabolic curve see Table A.
Ⓕ Special treatment required for runs less than 150' in length to provide desired offset

GENERAL NOTES:

1 For details not shown see Drgs. No. 2126, 2126A & 2126D.
2 On two lane highways, both ends of guard rail runs will be provided with Type I anchors and Type C end piece and be flared
3 Types 2 and 2A guard rail shown Face of rail to be in same location for Types 1 & 1A
4. Only blocked-out guard rail will be used with drainage curbs.
5. Where a flared terminal end is buried, an anchor will be attached between the first and second posts having normal exposure that are adjacent to the buried portion.
6. Trailing ends (freeways and similar one-way facilites) not exposed to opposing traffic: (a) Guard rail terminals, use an anchor Type B end piece and do not flare. (b) At bridge ends, omit Type 3 guard rail and substitute the normal required guard rail.
7. Where bridges employ guard rail in lieu of handrail or vehicular barriers, adjacent connecting guard rail runs shall be of the same type.
8. Rail expansion slots to be provided at bridge end connections. See details and notes "Metal Median Barrier Installation at Bridge Deck Expansion Joint", Drg. No. 2126.

All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications For Highway Construction

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.

DO NOT SCALE

STATE OF OREGON
STATE HIGHWAY DIVISION
STANDARD

GUARD RAIL INSTALLATION

SEPTEMBER, 1973

REVISIONS	
DATE	DESCRIPTION
6-1-80	CHANGED INDEX NUMBER, GEN'L NOTES & TRAILING ENDS
JUNE, '82	NOTE 2 REV, & NOTE FOR CULV THRU GUARDRAIL REV

APPROVED
ASST STATE HIGHWAY ENGINEER

DRG. NO. 2126B

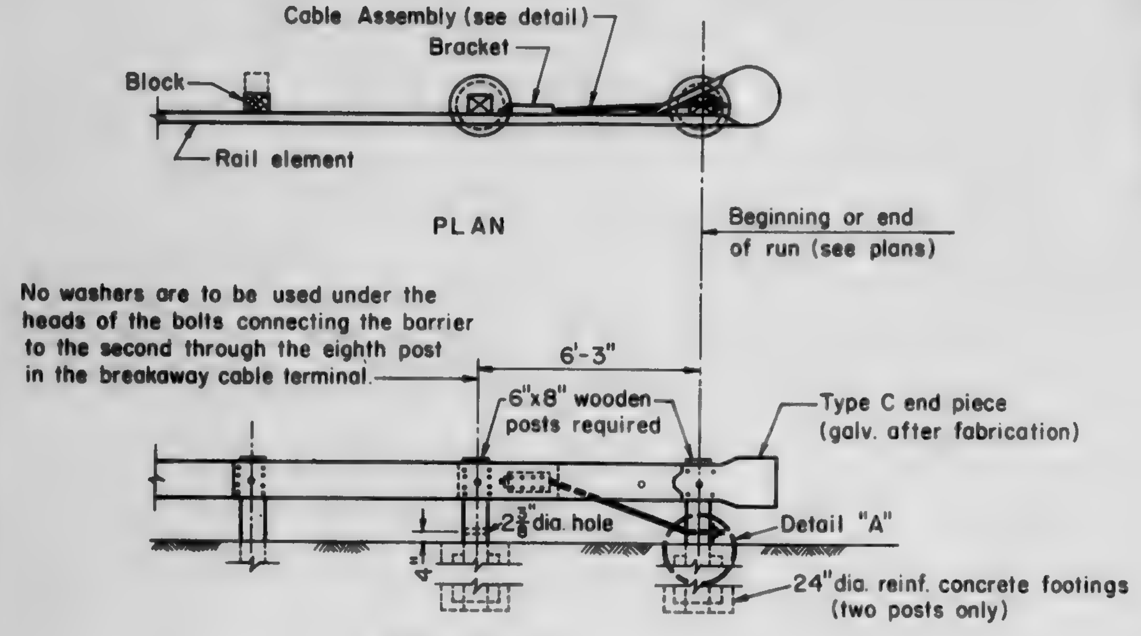
2-18

ANCHORS (Concrete)

(Where shown on plans)

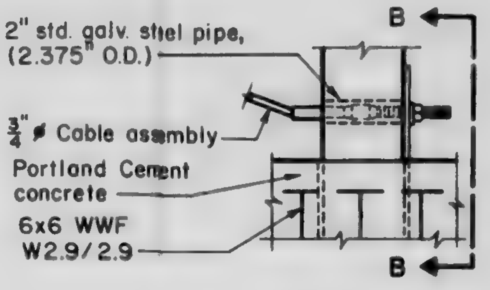
TYPE I

Breakaway Cable Terminal

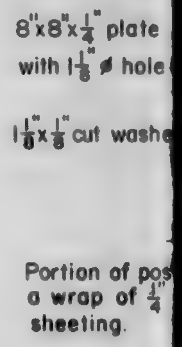

Cable Assembly (see detail)
Bracket
Block
Rail element
Beginning or end of run (see plans)
No washers are to be used under the heads of the bolts connecting the barrier to the second through the eighth post in the breakaway cable terminal.
6'-3"
6"x8" wooden posts required
Type C end piece (galv. after fabrication)
$2\frac{3}{8}$" dia. hole
Detail "A"
4"
24" dia. reinf. concrete footings (two posts only)

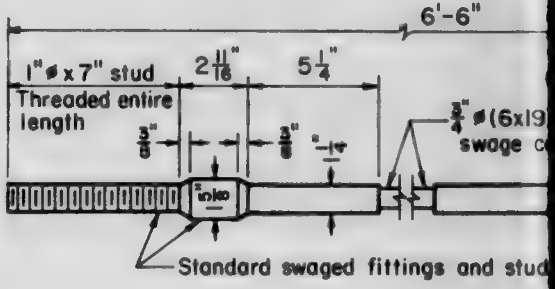
PLAN

ELEVATION

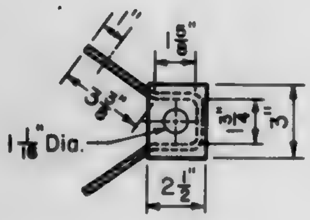

2" std. galv. steel pipe, (2.375" O.D.)
B
$\frac{3}{4}$" ø Cable assembly
Portland Cement concrete
6x6 WWF W2.9/2.9
B

DETAIL "A"

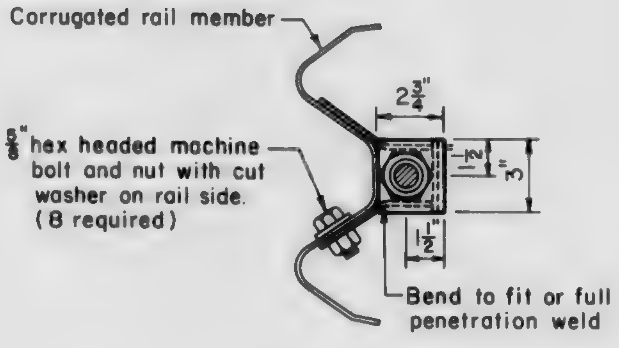

8"x8"x$\frac{1}{4}$" plate
with $1\frac{1}{8}$" ø hole
$1\frac{1}{8}$"x$\frac{1}{8}$" cut washe
Portion of pos
a wrap of $\frac{1}{4}$"
sheeting.


6'-6"
1" ø x 7" stud
Threaded entire length
$2\frac{11}{16}$"
$5\frac{1}{4}$"
$\frac{3}{8}$"
$\frac{3}{8}$"
$\frac{3}{4}$" ø (6x19
swage c
Standard swaged fittings and stud

CABLE ASSEMBL

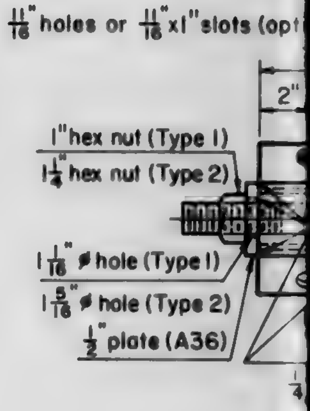

1"
$1\frac{5}{8}$"
$3\frac{3}{8}$"
$1\frac{1}{16}$" Dia.
3"
$2\frac{1}{2}$"

END VIEW
Alternate No. 1


Corrugated rail member
$\frac{5}{8}$" hex headed machine bolt and nut with cut washer on rail side. (8 required)
$2\frac{3}{4}$"
3"
$1\frac{1}{2}$"
Bend to fit or full penetration weld

END VIEW
Alternate No. 2

BRACKET

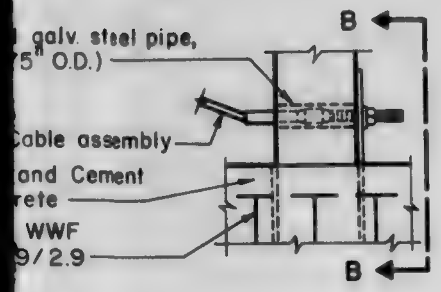

$\frac{11}{16}$" holes or $\frac{11}{16}$"x1" slots (opt
2"
1" hex nut (Type 1)
$1\frac{1}{4}$" hex nut (Type 2)
$1\frac{1}{16}$" ø hole (Type 1)
$1\frac{5}{16}$" ø hole (Type 2)
$\frac{1}{2}$" plate (A36)

NOTE: All plat
unless

ANCHORS (Concrete)

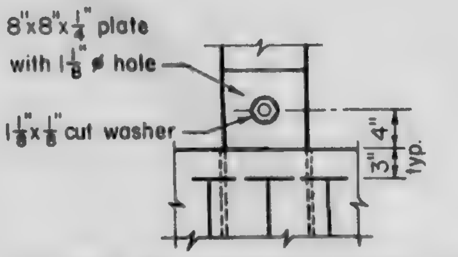
(Where shown on plans)

TYPE I MODIFIED



B
galv. steel pipe,
5" O.D.)
Cable assembly
and Cement
rete
WWF
9/2.9
B

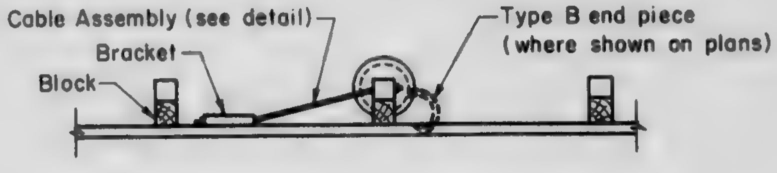
DETAIL "A"



8"x8"x¼" plate
with 1⅛" ø hole
1⅛"x⅛" cut washer
4"
3"
typ.

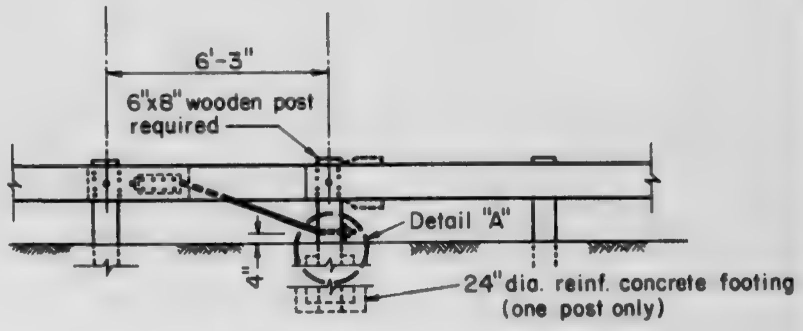
Portion of post embedded in concrete shall have a wrap of ¼" thick expanded polystyrene foam sheeting.

VIEW B-B



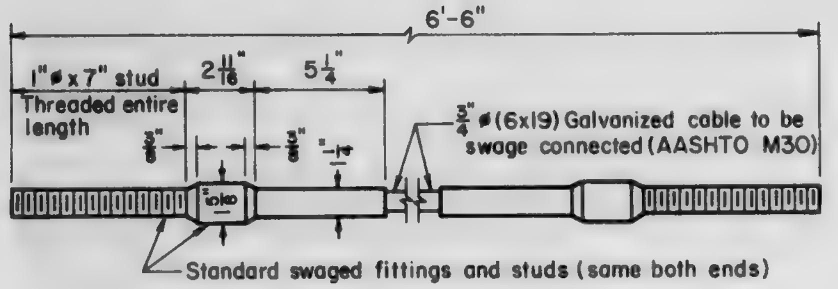
Cable Assembly (see detail)
Bracket
Block
Type B end piece
(where shown on plans)

PLAN



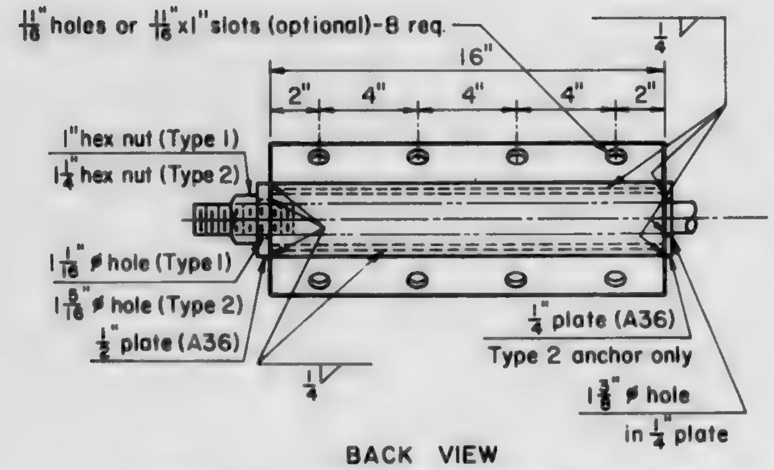
6'-3"
6"x8" wooden post
required
Detail "A"
4"
24" dia. reinf. concrete footing
(one post only)

ELEVATION



6'-6"
1"ø x 7" stud
Threaded entire
length
2 11/16"
5¼"
3/8"
3/8"
1"
¾"ø (6x19) Galvanized cable to be
swage connected (AASHTO M30)
Standard swaged fittings and studs (same both ends)

CABLE ASSEMBLY



11/16" holes or 11/16"x1" slots (optional)-8 req.
16"
2"
4"
4"
4"
2"
¼
1" hex nut (Type 1)
1¼" hex nut (Type 2)
1 1/16" ø hole (Type 1)
1 5/16" ø hole (Type 2)
½" plate (A36)
¼" plate (A36)
Type 2 anchor only
1⅜" ø hole
in ¼" plate
¼

BACK VIEW

NOTE: All plate for bracket to be ¼" thick (A-36) steel unless otherwise noted.

t or full
n weld

GENERAL NOTES

1. (a.) Cable Assembly to be tightened to a taut condition on initial installation.
   b.) Final tension check and tightening of cable assembly as required to be done 30 days following initial installation.
2. For Alternate Foundation see Drg. 2126F

NOTE: All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications for Highway Construction.

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.
DO NOT SCALE

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION
STANDARD

GUARD RAIL
ANCHORS
(CONCRETE)
NOVEMBER, 1983

REVISIONS		APPROVED
DATE	DESCRIPTION	ASST STATE HIGHWAY ENGINEER
		DRG. NO. 2126D

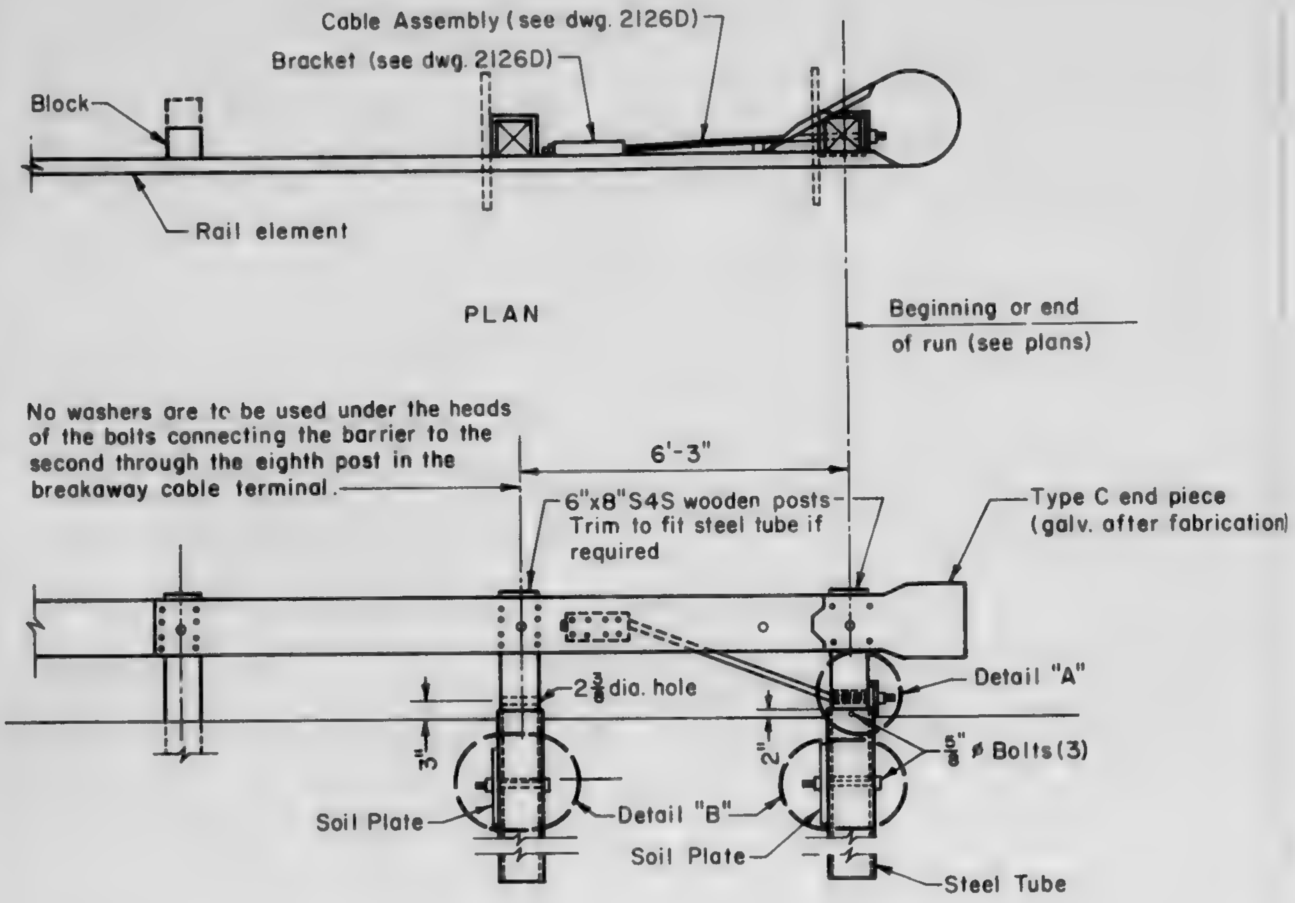
2-19

ANCHORS (Steel)

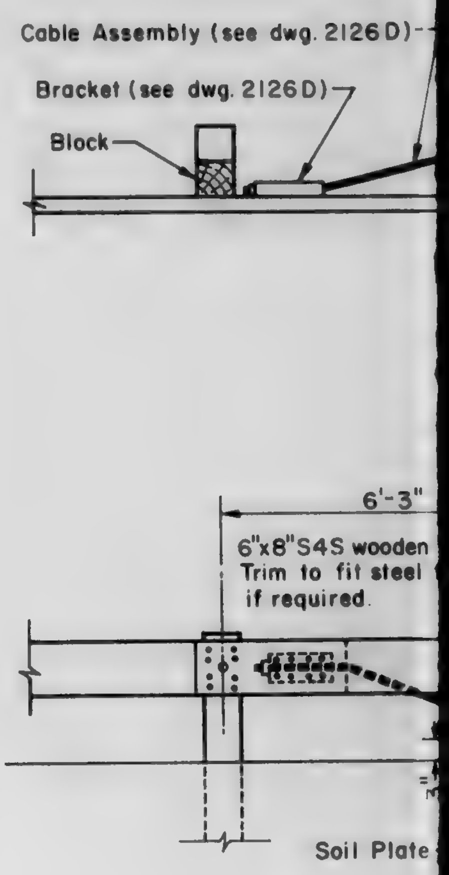
(Where shown on plans)

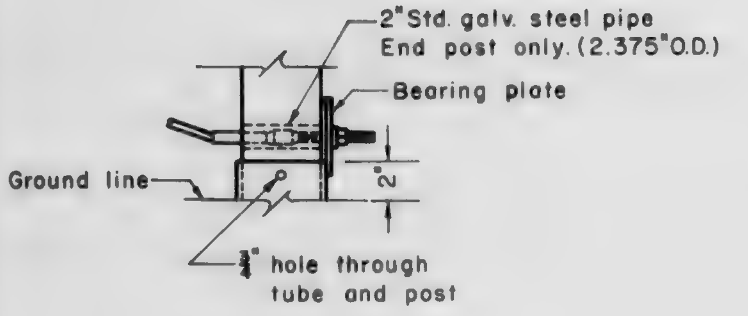
ALTERNATE FOUNDATION

Breakaway Cable Terminal

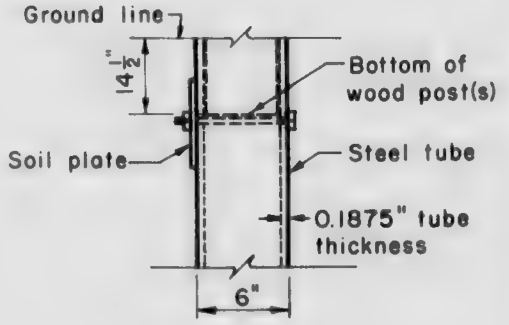

Cable Assembly (see dwg. 2126D)
Bracket (see dwg. 2126D)
Block
Rail element
PLAN
Beginning or end of run (see plans)
No washers are to be used under the heads of the bolts connecting the barrier to the second through the eighth post in the breakaway cable terminal.
6'-3"
6"x8" S4S wooden posts-Trim to fit steel tube if required
Type C end piece (galv. after fabrication)
Detail "A"
$2\frac{3}{8}$ dia. hole
$\frac{5}{8}$" ø Bolts (3)
3"
2"
Soil Plate
Detail "B"
Soil Plate
Steel Tube

ALTERNAT

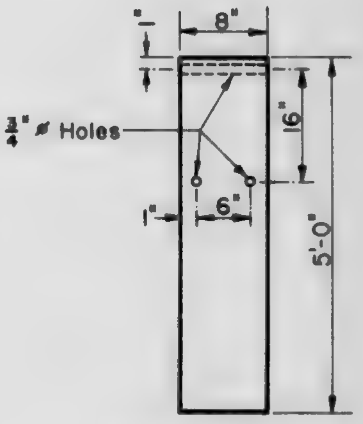

Cable Assembly (see dwg. 2126D)
Bracket (see dwg. 2126D)
Block
6'-3"
6"x8" S4S wooden
Trim to fit steel
if required.
Soil Plate


2" Std. galv. steel pipe End post only. (2.375" O.D.)
Bearing plate
Ground line
2"
$\frac{3}{4}$" hole through tube and post

DETAIL "A"


Ground line
$14\frac{1}{2}$"
Bottom of wood post(s)
Soil plate
Steel tube
0.1875" tube thickness
6"

DETAIL "B"


8"
1"
$\frac{3}{4}$" ø Holes
16"
1"
6"
5'-0"

STEEL TUBE

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 46% OF THE ORIGINAL DRAWING.

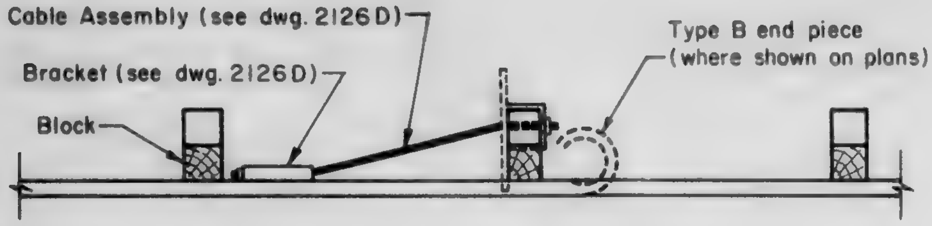
DO NOT SCALE

FORM NO 734-1760

CHORS (Steel)

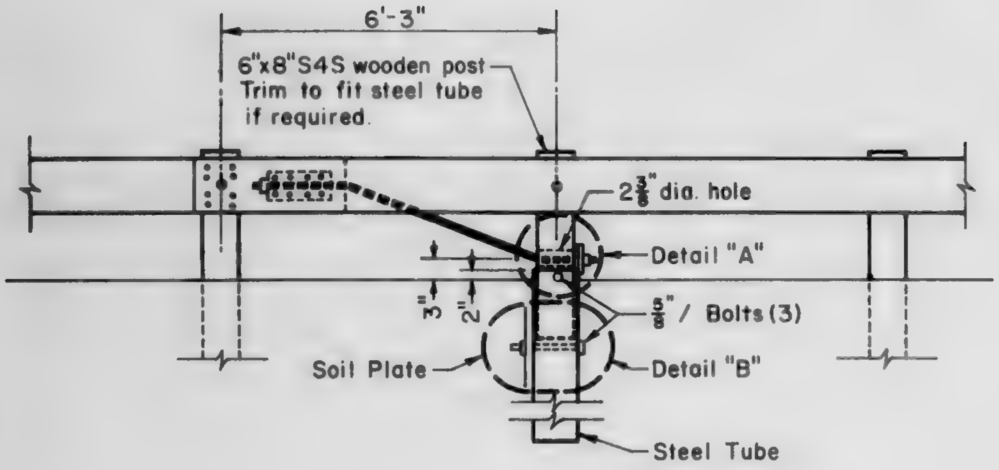
hown on plans)

ALTERNATE MODIFIED

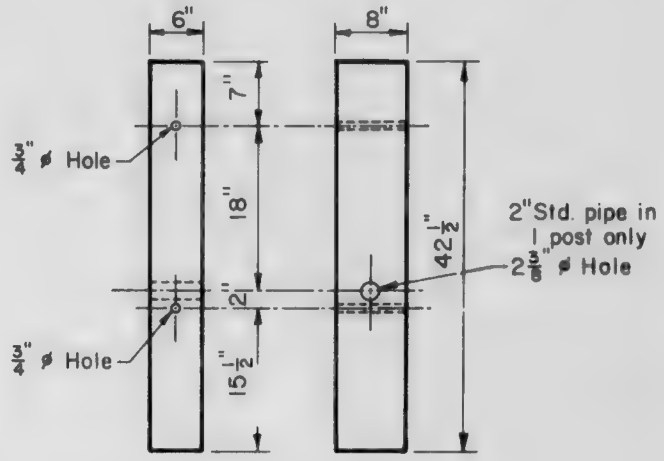


Cable Assembly (see dwg. 2126D)
Bracket (see dwg. 2126D)
Block
Type B end piece
(where shown on plans)

cation)



6'-3"
6"x8" S4S wooden post
Trim to fit steel tube
if required.
2 3/8" dia. hole
Detail "A"
3"
2"
5/8" / Bolts (3)
Soil Plate
Detail "B"
Steel Tube



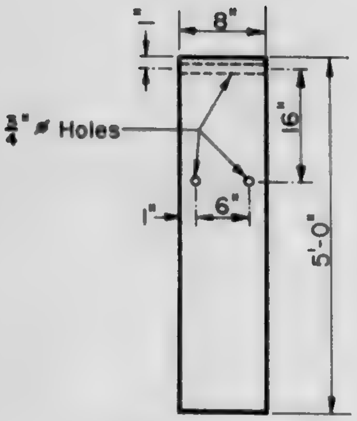
6"
8"
7"
3/4" ø Hole
18"
2"
15 1/2"
3/4" ø Hole
42 1/2"
2" Std. pipe in
1 post only
2 3/8" ø Hole

WOOD BREAKAWAY POST

(s)

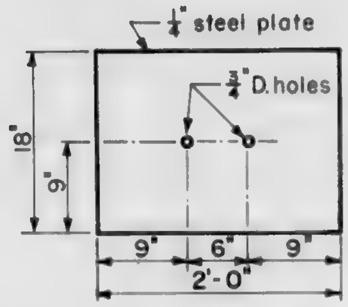
GENERAL NOTES

1. (a.) Cable Assembly to be tightened to a taut condition on initial installation
   (b.) Final tension check and tightening of cable assembly as required to be done 30 days following initial installation.
2. This Alternate Foundation can be used in place of the concrete foundation as shown on Drg. 2126D



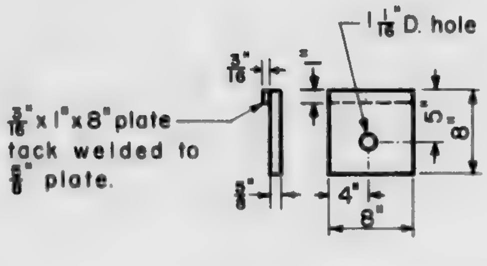
1"
8"
3/4" ø Holes
16"
1"
6"
5'-0"

STEEL TUBE



1/4" steel plate
3/4" D. holes
18"
9"
9"
6"
9"
2'-0"

SOIL PLATE



1 1/16" D. hole
3/16"
1"
5"
8"
3/16" x 1" x 8" plate
tack welded to
5/8" plate.
5/8"
4"
8"

BEARING PLATE

NOTE
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DO NOT SCALE

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STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION
STANDARD

GUARD RAIL ANCHORS
(STEEL)

NOVEMBER, 1983

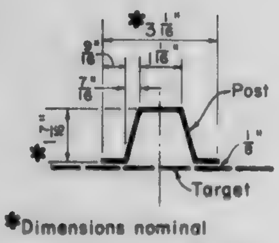
REVISIONS	
DATE	DESCRIPTION

APPROVED
ASST STATE HIGHWAY ENGINEER

DRG. NO. 2126F

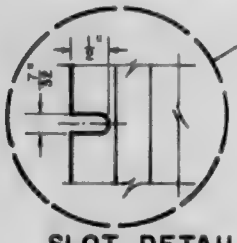
TRAFFIC DELINEATORS

STEEL POST

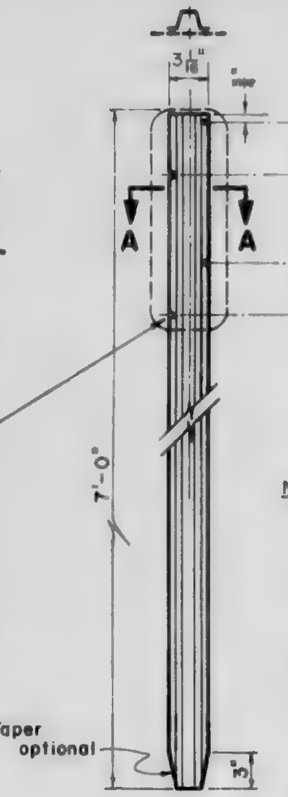

*3 1/16"
9/16"
1/16"
7/16"
1 7/32"
*
Post
1/8"
Target

*Dimensions nominal

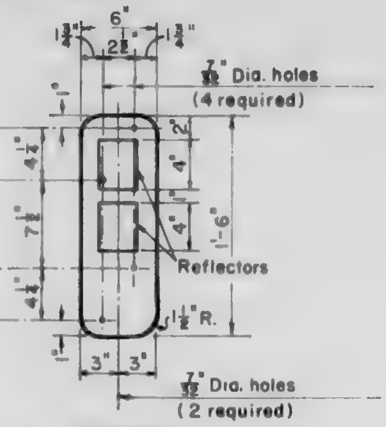
SECTION "A-A"



SLOT DETAIL
(4 req'd.)


3 1/16"
A
A
7'-0"
Taper optional
3"

TYPE 1
(Snow Pole use Areas)


6"
1 3/4"
2 1/2"
1 3/4"
7/32" Dia. holes
(4 required)
2"
4"
4"
1'-6"
4 1/4"
7 1/2"
4 1/4"
Reflectors
1 1/2" R.
3"
3"
7/32" Dia. holes
(2 required)

TARGET

NOTES:

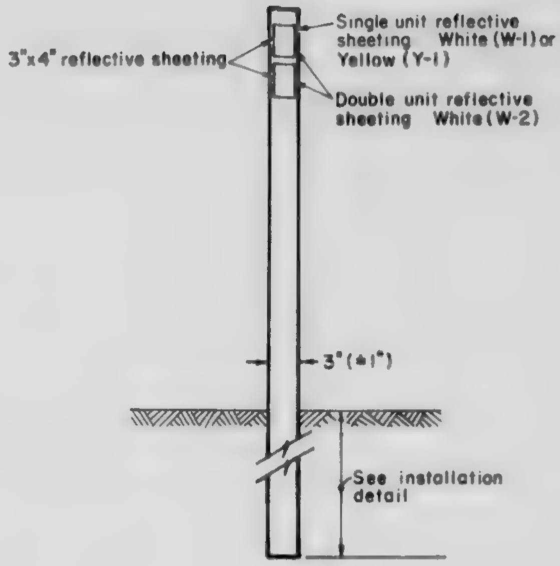
POST
1. Galv. steel, nominal weight 2 lb. per ft.

TARGET
1. Aluminum sheet, nominal thickness 0.050."
2. Fasten to post with 3/16 inch dia. aluminum blind rivets.

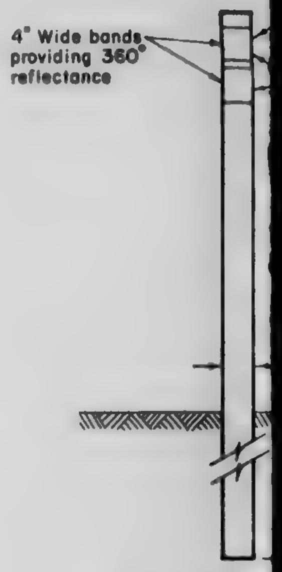
REFLECTORS:
1. 3"x 4" reflective sheeting.
2. Place required number in sequence from top of target.

HOLES & SLOTS:
1. Dimensions are maximum at time of unit assembly.

FLEXIBLE PLASTIC POSTS

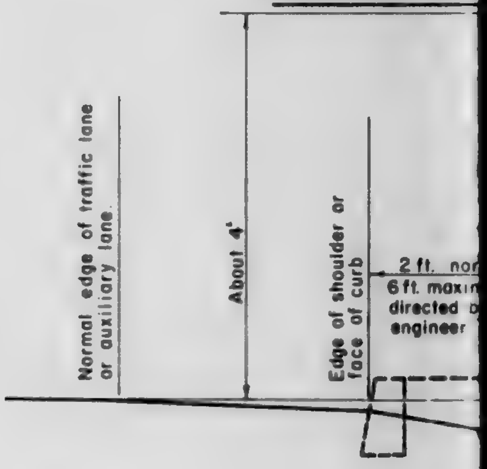

3"x4" reflective sheeting
Single unit reflective sheeting White (W-1) or Yellow (Y-1)
Double unit reflective sheeting White (W-2)
3" (±1")
See installation detail

TYPE-2


4" Wide bands providing 360° reflectance

TYPE -
(Designated
See Drg. No

INSTALLAT


Normal edge of traffic lane or auxiliary lane.
About 4'
Edge of shoulder or face of curb
2 ft. nor
6 ft. maxim
directed o
engineer

SPACING TABLE

REFLECTOR TYPE	HIGHWAY	SPACING EACH SIDE
W-1	Interstate Non-Interstate Divided	*400 ft.
W-1	Non-Interstate Undivided	*400 ft.
W-2	See channelized and flared plans; Std. Drg. No. 2130.	
Y-1	See interchange ramps plan; Std. Drg. No. 2130.	

* For variations on HORIZONTAL CURVE and CREST VERTICAL CURVES, see tables below.

REFLECTORS

	COLOR OF REFLECTOR AND TARGET OR POST	NUMBER OF REFLECTORS
W-1	White	1
W-2	White	2
Y-1	Yellow	1

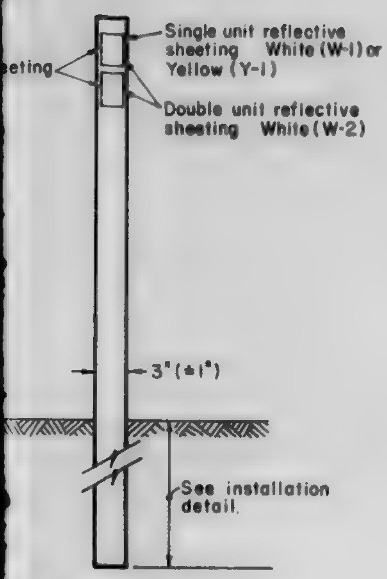
CREST VERTICAL CURVES

ALGEBRAIC DIFFERENCE IN GRADE percent	VERTICAL CURVE LENGTH IN FEET												
	100	200	300	400	500	600	800	1000	1200	1400	1600	1800	2000
	SPACING EACH SIDE OF ROADWAY IN FEET												
0.5	220	300	400	400	400								
1.0	150	230	260	340	380	400							
1.5	110	160	230	270	300	340	400	400					
2.0	100	150	190	230	260	290	340	380	400				
2.5		130	170	200	230	250	300	340	370	400			
3.0		110	150	180	200	220	270	300	340	370	400	400	400
4.0		100	120	150	170	190	230	260	290	310	340	360	380
5.0			110	130	150	170	200	230	250	270	300	320	340
6.0			100	110	130	150	180	200	230	250	270	290	300
7.0				100	120	130	160	180	200	230	240	260	280
9.5					100	110	130	150	170	190	200	220	230
12.0						100	110	130	150	160	180	190	200

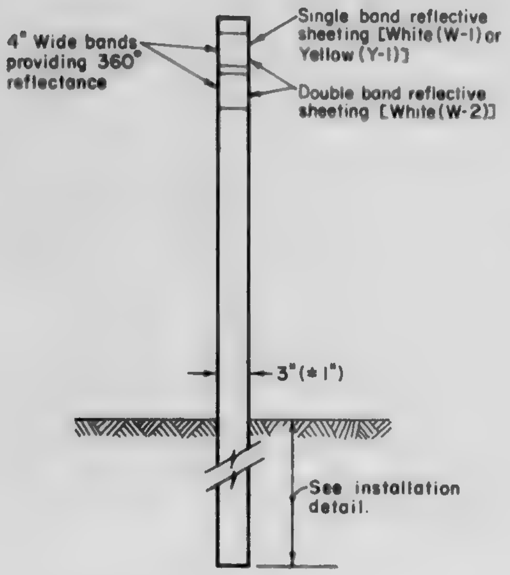
HORIZONTAL CURVES

DEGREE OF CURVE	SPACING EACH SIDE OF ROADWAY IN FEET		
	ON CURVE	IN ADVANCE OF & BEYOND CURVE	
		FIRST SPACE	SECOND SPACE
1	300	400	400
2	210	380	400
3	170	310	400
4	150	270	400
5	130	230	400
6	120	200	350
7-8	100	180	300
9-10	90	160	270
11 12	80	140	240
13-18	70	130	210
19-25	60	110	180
26-Up	50	100	150

FLEXIBLE PLASTIC POSTS

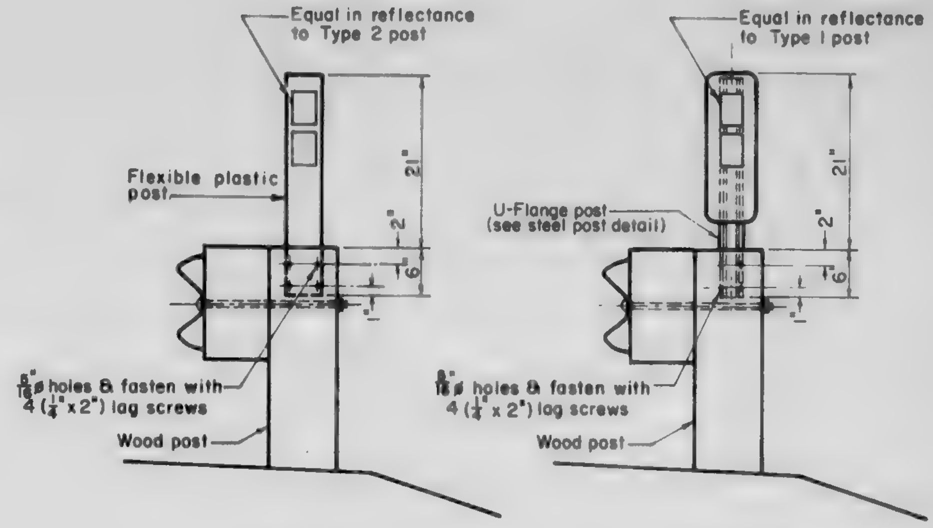

eting
Single unit reflective sheeting White (W-1) or Yellow (Y-1)
Double unit reflective sheeting White (W-2)
3" (±1")
See installation detail.

TYPE-2


4" Wide bands providing 360° reflectance
Single band reflective sheeting [White (W-1) or Yellow (Y-1)]
Double band reflective sheeting [White (W-2)]
3" (±1")
See installation detail.

TYPE - 3

(Designated Areas
See Drg. No. 2130)


Equal in reflectance to Type 2 post
Flexible plastic post
21"
2"
6"
1"
5/16" ø holes & fasten with 4 (1/4" x 2") lag screws
Wood post
Equal in reflectance to Type 1 post
U-Flange post (see steel post detail)
21"
2"
6"
1"
5/16" ø holes & fasten with 4 (1/4" x 2") lag screws
Wood post

ALTERNATE 1

ALTERNATE 2

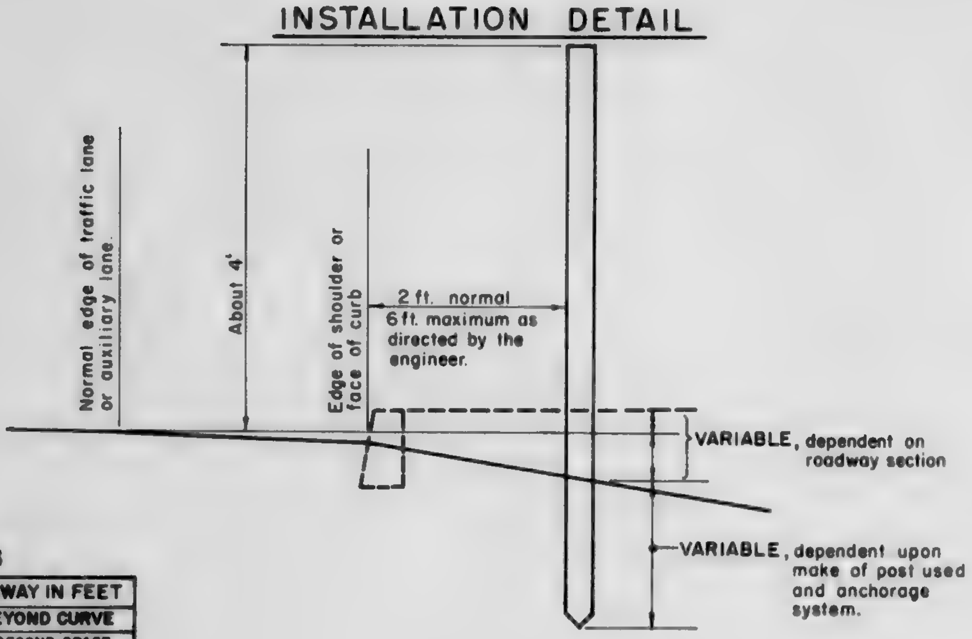
TYPE 4

(Guardrail Areas)
with wood posts

GENERAL NOTES:

1. To clear driveways, crossroads etc., or for required adjustments at ramps and at intersections, either:
   (a) vary placement of that post up to 1/8 of spacing shown, or
   (b) eliminate said post if limit of variation must be exceeded.
2. Judgement should be exercised in the installation of delineators in cut sections, particularly on roads constructed to older standards where ditches are narrow and where delineators tend to hamper maintenance operations.
3. On roads with less than 500 vehicle ADT, delineators are not to be used except where obvious dangerous situations (sharp vertical or horizontal curves, etc.) exist.
4. On horizontal curves place delineators nearly opposite each other.
5. At guard rail locations the delineators are to be installed behind the rail.
6. Install all delineators with reflectors facing adjacent on-coming traffic.
7. Offset delineators 4' in areas of heavy snow removal operations.

INSTALLATION DETAIL


Normal edge of traffic lane or auxiliary lane.
About 4'
Edge of shoulder or face of curb
2 ft. normal
6 ft. maximum as directed by the engineer.
VARIABLE, dependent on roadway section
VARIABLE, dependent upon make of post used and anchorage system.

TAL CURVES

ACH SIDE OF ROADWAY IN FEET	
IN ADVANCE OF & BEYOND CURVE	
FIRST SPACE	SECOND SPACE
400	400
380	400
310	400
270	400
230	400
200	350
180	300
160	270
140	240
130	210
110	180
100	150

NOTE
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DO NOT SCALE

NOTE: All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications for Highway Construction.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION
STANDARD

TRAFFIC DELINEATORS

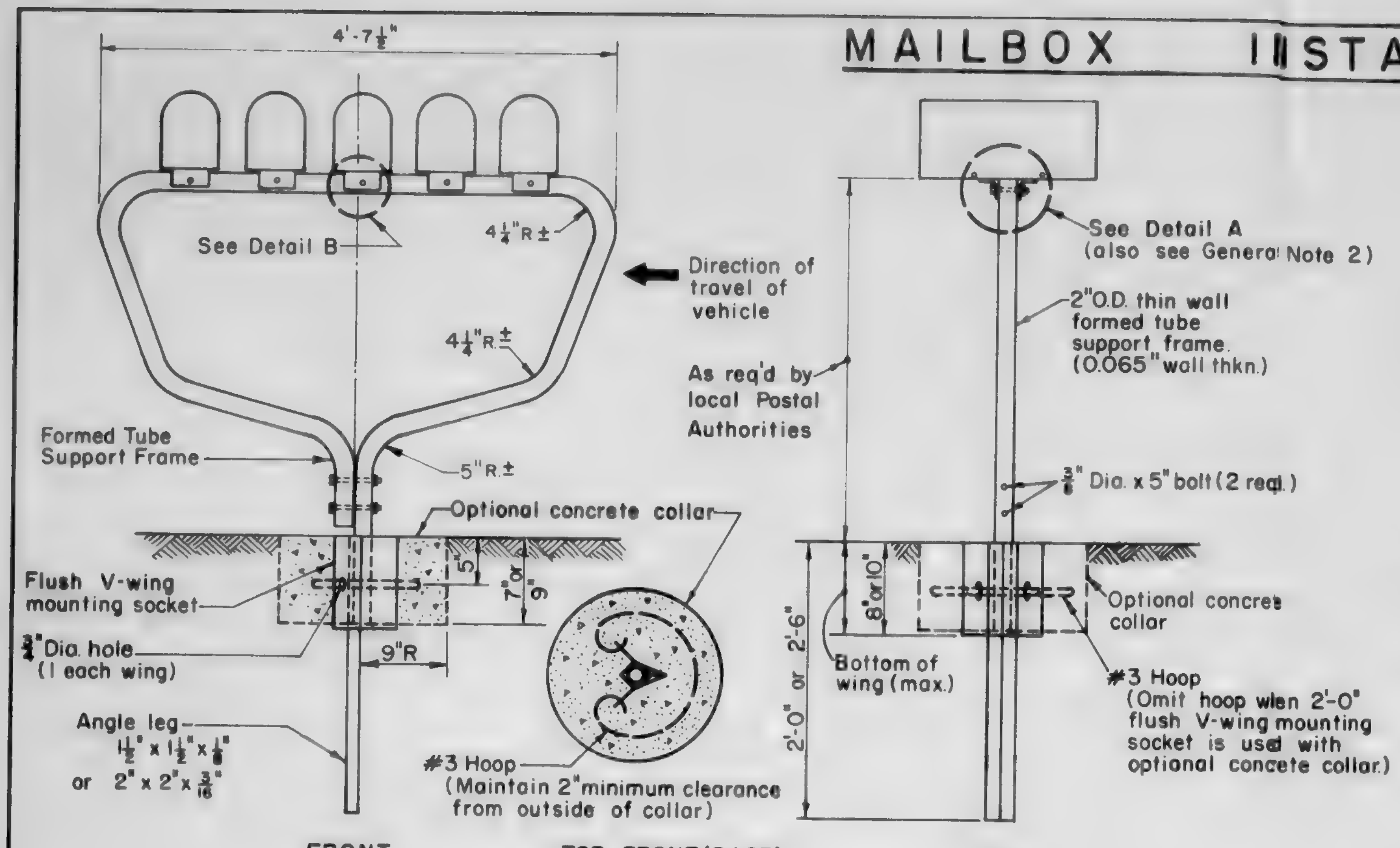
FEBRUARY, 1981

REVISIONS	
DATE	DESCRIPTION
FEB. 1982	INTERSTATE SPACING REVISED
APR 1982	INSTALLATION DETAIL REVISED
SEP 1983	DELETE (UNDIVIDED) FROM CURVE TABLES.

APPROVED
ASST. STATE HIGHWAY ENGINEER

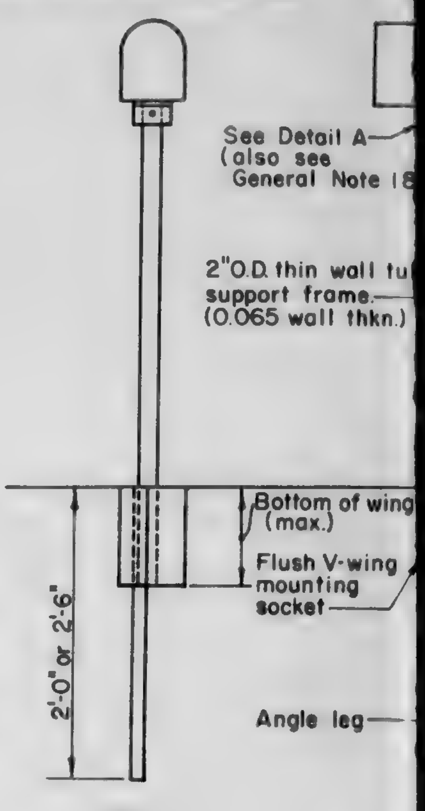
DRG. NO. 2129

MAILBOX IISTALLATION



4'-7½"
See Detail B
4¼"R±
Direction of travel of vehicle
4¼"R±
Formed Tube Support Frame
5"R±
Optional concrete collar
5"
7" or 9"
Flush V-wing mounting socket
¾"Dia. hole (1 each wing)
9"R
Angle leg 1½" x 1½" x ⅛" or 2" x 2" x 3/16"
#3 Hoop (Maintain 2" minimum clearance from outside of collar)
See Detail A (also see General Note 2)
2" O.D. thin wall formed tube support frame. (0.065" wall thkn.)
As req'd by local Postal Authorities
⅜" Dia. x 5" bolt (2 req'd.)
8" or 10"
2'-0" or 2'-6"
Bottom of wing (max.)
Optional concrete collar
#3 Hoop (Omit hoop when 2'-0" flush V-wing mounting socket is used with optional concete collar.)
FRONT
TOP, FRONT (BASE)
SIDE

MULTIPLE SUPPORT

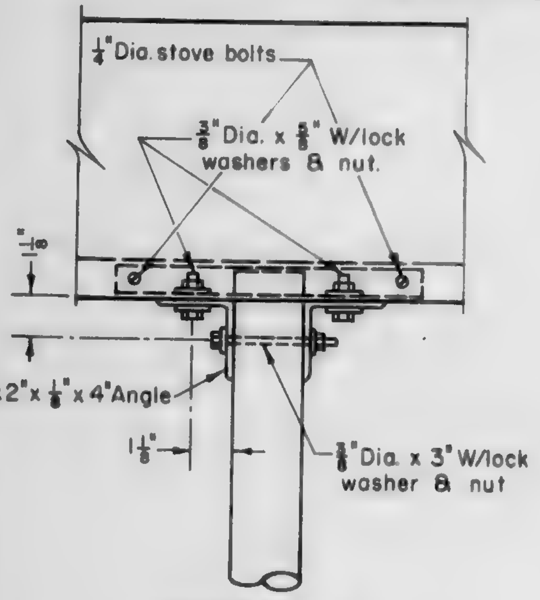


See Detail A (also see General Note 1
2" O.D. thin wall tu support frame (0.065 wall thkn.)
Bottom of wing (max.)
Flush V-wing mounting socket
2'-0" or 2'-6"
Angle leg
FRONT

SINGLE SUPP

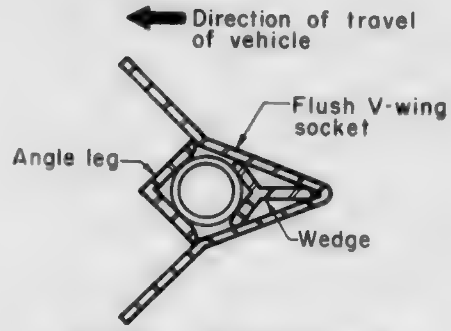
FLUSH V-WING SOCKET USE CHART		
MAILBOX LOCATION	SINGLE SUPPORT	MULTIP SUPPOR
Through new or existing A.C.	2'-0"	2'-0
Through well consolidated material.	2'-0"*	2'-6
Through new rock surfacing & subgrade.	2'-6"	2'-0 conc. coll
Through new rock surfacing & subgrade, subject to saturated soils or freeze/thaw conditions.	2'-6" 2'-0"/** conc. collar	2'-6 conc. col

* Use 2'-6" with size 2 mailbox.
** Use if conditions are severe.



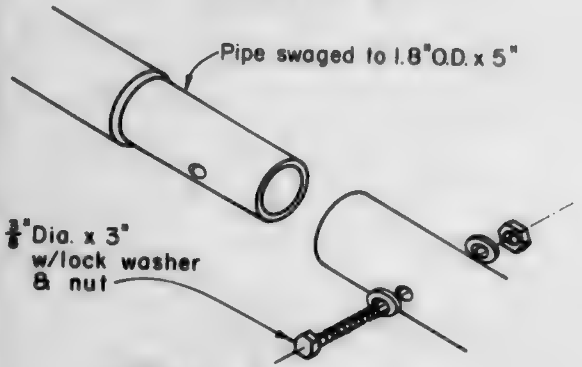
¼" Dia. stove bolts
⅜" Dia. x ⅝" W/lock washers & nut.
1⅛"
2"x2"x⅛"x4" Angle
1⅛"
⅜" Dia. x 3" W/lock washer & nut

DETAIL A



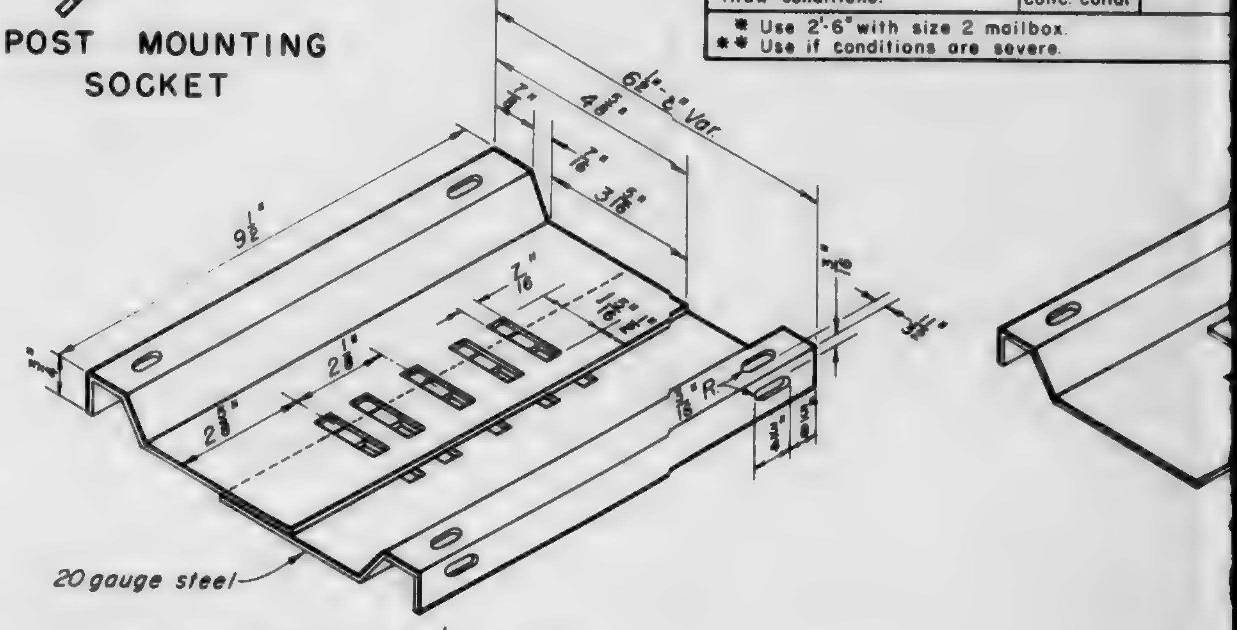
Direction of travel of vehicle
Flush V-wing socket
Angle leg
Wedge

POST MOUNTING SOCKET



Pipe swaged to 1.8" O.D. x 5"
⅜" Dia. x 3" w/lock washer & nut

DETAIL B



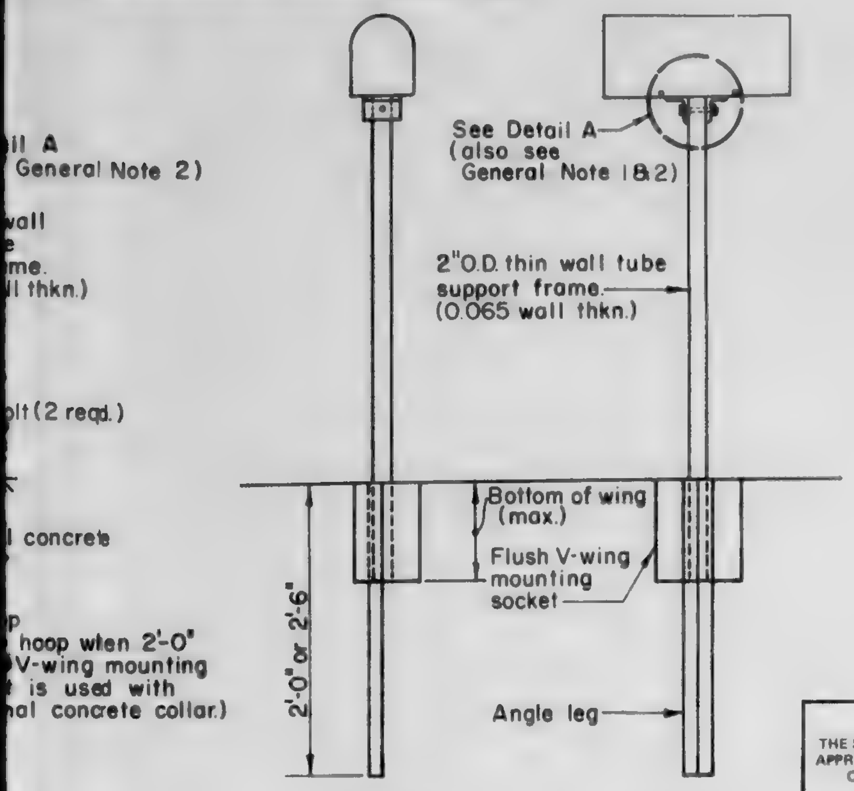
6½"-8" Var.
⅞"
4⅜"
7/16"
3 5/16"
9½"
⅛"
7/16"
1 5/16"
2⅛"
2⅜"
3/16"R
20 gauge steel

SIZE 1 & 1½

MOUNTING BRACKET

FORM NO. 734-1701

INSTALLATION


il A
General Note 2)
wall
e
me.
ll thkn.)
olt (2 reqd.)
l concrete
p
hoop wlen 2'-0"
V-wing mounting
t is used with
nal concrete collar.)
See Detail A
(also see
General Note 1&2)
2"O.D. thin wall tube
support frame.
(0.065 wall thkn.)
Bottom of wing
(max.)
Flush V-wing
mounting
socket
2'-0" or 2'-6"
Angle leg
FRONT
SIDE

SINGLE SUPPORT

NOTE
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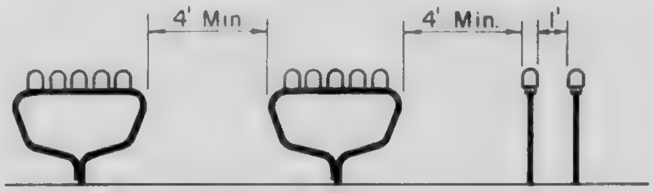
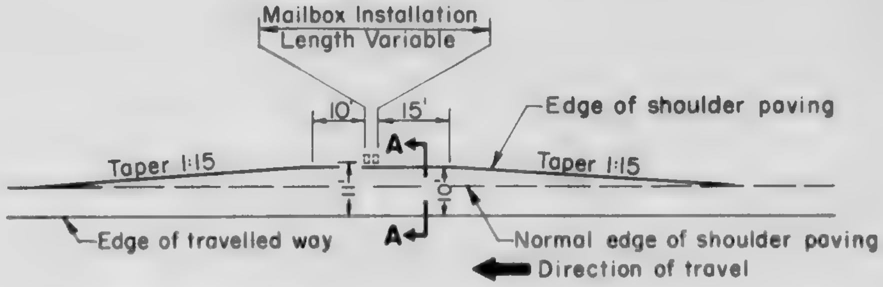
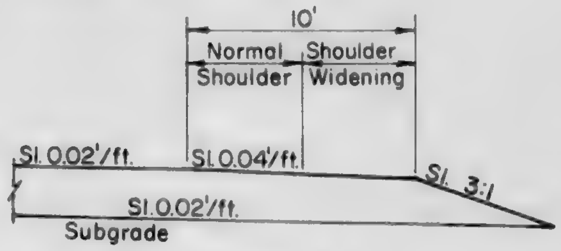
DO NOT SCALE



SUPPORT SPACING


Mailbox Installation
Length Variable
10'
15'
Edge of shoulder paving
A
Taper 1:15
Taper 1:15
8'
10'
A
Edge of travelled way
Normal edge of shoulder paving
Direction of travel

MAILBOX SERVICE TURNOUT

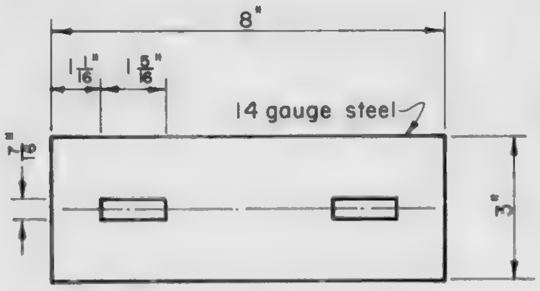

10'
Normal Shoulder
Shoulder Widening
Sl. 0.02'/ft.
Sl. 0.04'/ft.
Sl. 3:1
Sl. 0.02'/ft.
Subgrade

SECTION A-A

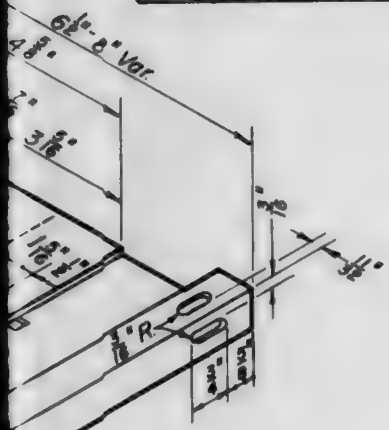
FLUSH V-WING SOCKET USE CHART

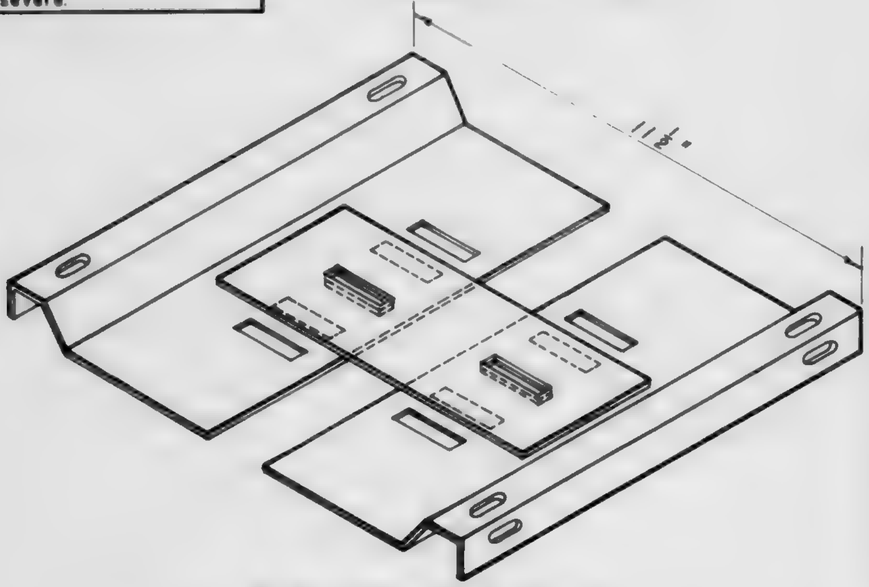
MAILBOX LOCATION	SINGLE SUPPORT	MULTIPLE SUPPORT
Through new or existing A.C.	2'-0"	2'-0"
Through well consolidated material.	2'-0"*	2'-6"
Through new rock surfacing & subgrade.	2'-6"	2'-0"/ conc. collar
Through new rock surfacing & subgrade, subject to saturated soils or freeze/thaw conditions.	2'-6" 2'-0"/ conc. collar **	2'-6"/ conc. collar

* Use 2'-6" with size 2 mailbox.
** Use if conditions are severe.


8"
1 1/16"
1 5/16"
14 gauge steel
7/16"
3"

ADAPTOR PLATE


6 1/2"-8" Var.
4 3/8"
7"
3 1/16"
1 5/16"
1/2"
3/16"
1/32"
R.
3/4"
3/8"



SIZE 2/ADAPTOR PLATE MOUNTING BRACKET

GENERAL NOTES:

1. Angle connections to be parallel to traffic flow for Size 2 mailbox mounted on single posts.
2. Size 2 mailbox mounted on a multiple support requires 2 each, 3/8" dia. x 5/8" bolts with lock washers and nuts to attach the adapter plate to the mounting bracket. The unit will then require 4 angle attachments to connect to the formed tube support frame. See Detail A.
3. Optional concrete collar to be poured in place after flush V-wing socket has been installed, level and plumb. Do not excavate below bottom of wing.

NOTE: All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications for Highway Construction.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION
STANDARD

MAILBOX INSTALLATION

JANUARY, 1983

REVISIONS

DATE	DESCRIPTION
JAN. 1984	MOUNTING BRACKETS, ADD MOUNTING SOCKET & CONCRETE COLLAR OPTIONS, ADD SOCKET USE CHART.

APPROVED
ASST STATE HIGHWAY ENGINEER

DRG. NO. 2136

2-22

[illegible]

BLUE MTN. SUMMIT - ELGIN

P.M. BOBBY JOHNSON

P. 1

EFFICIENCY LINE® 22-208

1) MOBILIZATION:

		1	2	3	4
		$/mnth	Duration		
Super:	BASE:	$3500.00	5	17,500.–	22,500.–
	PERDIEM:	1000.00	5	5,000.–	
Job office:	OFFICE:	150.00	12	1800.00	$5,100.00
	Phone:	200.00	5	1000.00	
	ELECT:	~~50.–~~ 300.–	5	550.00	
	TOILETS:	50.–	5	250.00	
	Misc + Prep:		→	1500.00	

			3	4
Plant Moves:				
1) Pug/CTB		5 LDS x 14 HRS x $60.00 =	4200.–	$5,640.00
	SET	3 MEN x 16 HRS x 30.00 =	1440.–	
2) Scale	MOVE	1 x 14 HRS $60.00	840.–	$3,840.–
	SET	→	$1500.00	
	MOVED	→	1500.00	

118

Equipment moves:	PCS	x TRIP HRS	= HRS	3	4
1) Excav	4	14	56		
2) Pipe	1	14	14		
				280 @ $60.00 =	16,800
3) CTB/CR	7	14	98		
4) Pave/AC	8	14	112		
					53,880
5) trucking					

280

DEFENDANT
DEPOSITION EXHIBIT 3
K.B.L. DATE 11-8-85

3-1

P. 2

	1	2	3	4
2) TP+PT ⁰DAYS	HRS	LAB		L.S.
EMB/EXC 15				
PULV 20				
CR				
CTB				
PAVE				
12wks x 5 =	60 x 4	x 24	= 5760	

240

	1	2	3	4
8) FLAGGERS :				2000 HRS
FED REG $ BASE				
use 8⁰⁰	→	⇒ 10⁶⁰ Cost =	± $11⁰⁰	$ 11⁰⁰

2000

	1	2	3	4
9) PILOT CARS :				800 HRS
B&B Pc →	$20⁰⁰/HR			$ 20⁰⁰

AMPAD · EFFICIENCY LINE® 22-208

3-2

AMPAD · EFFICIENCY LINE · 208

120

10) CLEARING & GRUBB:

	1	2	3	4
				L.S.
SLIDE Area ±50,000SF	HRS	OPTR +EQ		
GARY FERRY'S @ $95^{00}+10^{-}$	30 D-8L	—	$\$105^{00}$/HR	$\$3150^{-}$
SLIDE Area 50,000SF	20 $\overset{\text{CAT}}{235}$	$27^{35}+50^{00}$	77^{35}/HR	1547^{-}
SNOWMOBILE 25,000SF	30 $\overset{(2)}{\text{LAB}}$	$48^{00}+0$	48^{00}/HR	1440^{-}
75,000SF				
				$\$6137^{-}$

$\$6140^{00}$

11) Rem of STRUCTURES:

L.S

NONE

12) Ditch EXCAVATION:

10 C.Y

5

CAT 235 OPTR $27^{35}+50^{-}=77^{35}$

TRK 45^{00}

$\$122^{35}$/HR

2 HRS × $\$122^{35}$ = 244^{70} ÷ 10 ⟶ 24^{47} use $\$24^{50}$

EFFICIENCY LINE® 22-208

610

13) EMBANK FOUNDATION EX: 9500 CY

DETOUR EXCESS 150 @ 50 = 3 HRS
SLIDE EXCESS 1700 @ 100 = 17
SLIDE 7800 @ 100 = 78
98

	110 D-8	105—	= 11,550—	
	100 CAT 235	77^{35}	= 7735—	
(3)	300 BT TRKS	44^{35}	= 13,305—	
	100 GC	24	= 2400—	
			#34,985—	#3^{68}

14) EMBANKMENT IN PLACE: 5600 CY

100cy/HR 56HR 65 D-6 $78/HR = 5070-
50 Compact 65/HR = 3250-
50 GC 24- = 1200-

$9520- $1,70

1,65

15) STONE EMBANKMENT: 6500 CY

Andes Prairie 250cy/HR MAT: TRAP: D8 105.00/HR x 26 = 2730- 0.42

LD $70.00 @ 175bcy/HR ⟶ 0.40

RT: LD 3, TO 3, Dump 3, Brake 3, 12 → .25HRS Haul: .25HRS x $49.35 ÷ 8.5bcy = 1.30 $1.30

191

PROD PLACE: D-6 78-
175bcy/HR = 37HR Compact 65-
GC 24-

$167/HR

37 x $167.00 = $6179- 0.95

11

3.01 = 3.50

16) TRENCH EXCAVATION :   72 CY

15 Rows .7 HR ea   510 BH 55^{-}
10y TRK $\$44^{35}$
$\$99^{35}$/HR

22

11 HRS x $\$99^{35}$ = $\$1092^{85}$ $\$15^{17}$ → $\$15^{20}$

17) FINISH RDS :   16.6 M.

Detour Area	4
SLIDE	4
SNOW/TURN	8

160

16 LANES x 90^{-} = $\$1120^{-}$ 67^{50}

18) WATERING :   500 MGAL

3500 GAL   TRK $\$30^{-}$
Driver 25^{65}
$\$55^{65}$

500

RT: LD 10
To 12
DIST 10
BACK 12
42 min = .7 HR

$.7 \times 55^{65} \div 3.5 = 11^{13}$ $\$11^{15}$/MGAL

AMPAD EFFICIENCY 22-208

16.51 miles
1 2 3 87,490LF P.7

19) Agg Base : (overruns) 6,000 TN

SHLDRS .75F/LF = 175,000LF = 8200 TNS
Detour 430LF @ 24'x12" = 700 TNS
Haul RD. 65LF x 23'x12" = 100 TNS
9,000 TNS

EFFICIENCY LINE® 22-208
AMPAD

3^{90} LD
Source: DMcD MAT: CR
LDR only LD 35^{00} @ 50T/HR = ~~$ 0^{20}~~ } 3^{90}

175
TRKS: TRACTORS 17^{35}, BELLY'S(1) 3^{15}, DRIVER 25^{65} } $ 46^{15}
RT: TO 13.2, Dump 3, Back 13.2, LD 5 HAUL: .64 HRS x $ 46^{15} ÷ 22T = $ 1^{34} = $ 1^{34}
34.4 @ .92 = 38.2 min (.64 HRS)

HRS OPR + EQ = TOTAL
PLACE: 175 BLADE 27^{35} + 32^{00} = 59^{35}
PROD (1 1/2) 175 Roller 27^{35} + 27^{00} = 54^{35}
8200 TNS SHLDRS 50T/HR = 164 175 Dump 24^{00} + 0 = 24^{00}
Detour 150T/HR = 5 (1/2) 175 Broom 25^{65} + 25 = 50^{65}
525 Haul RD 50T/HR = 2 FRM (Super)
171 HRS $ 188^{35}/HR

(47T/HR AVE) 175 x $ 188^{35} = $ $32,961^{25}$ ÷ 9,000 TN → = 3^{66} 1^{80}

$ 8^{90}

3-7

L = 16.57 mi = 87,489 LF

	1	2	3	4	
20) CEMENT TREATED BASE:			300,000	S.Y.	
D_{TREAT} = 12" W = 29'					
	HRS	OPTR + EQ =	TOTAL/HR	* TOTAL	
1) PULVERIZE:					
– Break up of Blanket Roll	450 BROS	27^{35} + 65^{00} =	$ 92^{35}	= $ $41,557^{50}$	
(8 LF/min) 32% @ 400 SY/HR = 240 HR	225 Roller	27^{35} + 25^{00} =	52^{35}	= $ $11,778^{75}$	
(20 LF/min) 68% @ 1000 SY/HR = 204 HRS			ST	$53,336^{00}$	0^{18}
444					
2) PROCESS:	200 BROS	27^{35} + 65^{00} =	92^{35}	= 18,470–	
30 LF/min = 1500 SY/HR (1½)	300 BLADE	27^{35} + 32^{00} =	59^{35}	= 17,805–	
= 200 HRS (1½)	300 Roller	27^{35} + 25^{00} =	52^{35}	= 15,705–	
(1½ LDS/HR)	200 SPREADER	25^{65} + 20^{00} =	45^{65}	= 9,130–	
	220 LEAD	30^{00} + 0 =	30^{00}	= 6,600–	
			ST	$67,710^{00}$	0^{23}
				w/ [illegible]	
3) WATER:					
(Water CRC stockpile) (1)	W.T.	25^{65} + 23– =	$ 48^{65}/HR		
100% During Process	200				
50% in Pulverize	220				
	420 HRS x		48^{65}	= $ $20,433^{00}$	0^{07}
4) TEETH:					
4½" – 68% @ 40 SY/tooth =	2500 5,100				
7" – 32% @ 20 SY/tooth =	4,800				
	9,900 EA	7400	5600 x		
Process 150 SY/tooth	2,000	1200	27,520		
Teeth	11,900 EA	@ 3^{20}	= 38,080		
@ 20% Sockets	2400 EA	@ 3^{60}	= 8640–	51,096–	0^{17}
LABOR 650 HRS ÷ 4 =	160 HRS	x 27^{35}	= 4376–		
				00004	0^{65}

840

420

160

3-8

PULVERIZED Production

BEP
mp

FOP
mp

23.7 25 28 30 32 36 40.3

AC Depth 7" 9" 4½ 5" 4½

23.7 ← 29 → 40.3

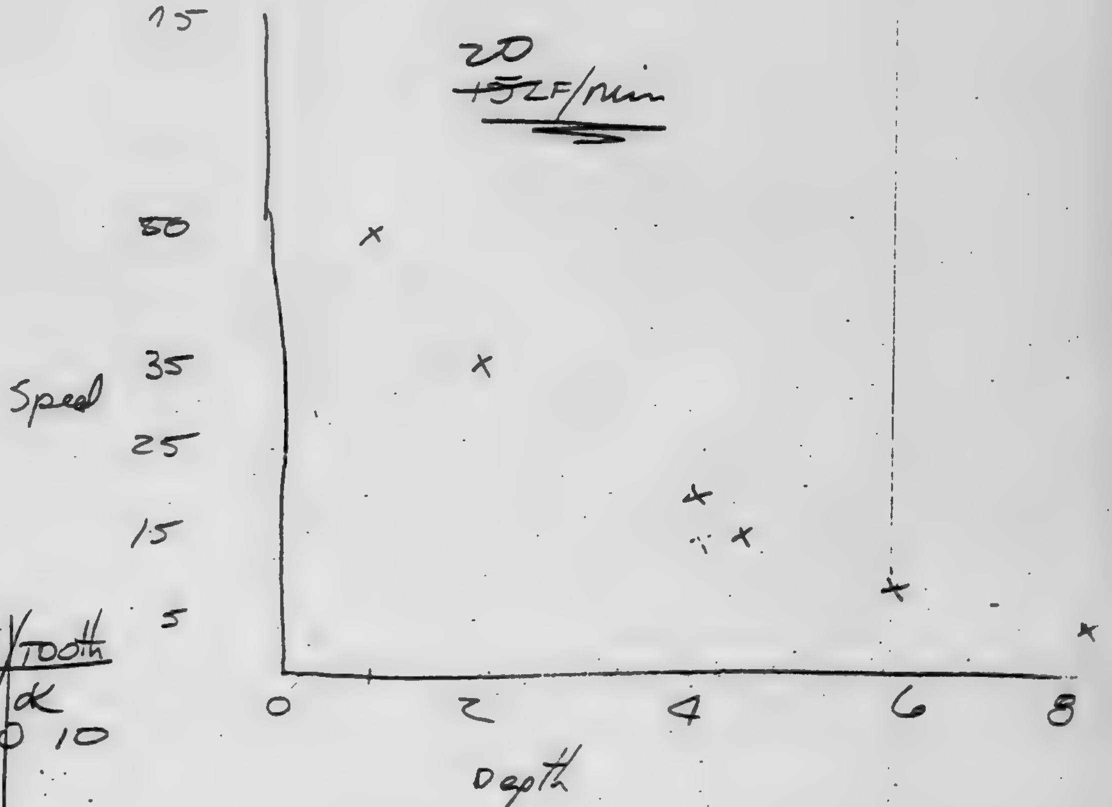
5.3 mi
@ 7" ave
32%

11.3 mi
@ 4½" ave
68%

Speed/min

8 LF/min

20 ~~15~~ LF/min



LF/min	SY/HR	SY/Tooth	ok
5	250	10	10
10	500		
15	750		
20	1000	40	40
25			
30	1500		
35			
40	2000	100	80

22) Agg for TREATED BASE : 87,000 TNS

FINISH TO HUBS 4" Deep 5/10 ± 65,000 → UNDERRUN

SOURCE: D mc D MAT: CR

LD $\$70^{00}$/HR @ 350 T/HR = $\$0^{20}$ 3^{13}

10^{00}

TRKS: MBI BELLY'S (30 TN UNITS)

RT: 39 mi HAUL: .72 HRS × $\$49^{15}$/HR ÷ 30 TN = 1^{18}

@.98 44 min = .72

OPTR + EO = TOTAL

PLACE: (2) BLADE $27^{35} + 32^{00} = 118^{70}$

PROD: (2) Roller $27^{35} + 27^{00} = 108^{70}$

350 /HR MAX Dump $24^{00} + 0 = 24^{00}$

NOTE RUNNING $\underset{5}{7}$ TRKS $\$251^{40}$

3^{75}

95% @ 350 TN/HR = 236 HRS

5% @ 125 TN/HR = 35 HRS

271 → 275 HRS × $\$251^{40}$ = $\$69,135^{00}$ 0^{80}

$\$5^{11}$

AMPAD · EFFICIENCY LINE • 22-208

3-10

23) Asphalt in Chip Seal : 325 TN

Port:
FRT
MAT: CSS-1

~~RT~~
Shoot: Cummings
PROD
18_{HRS} x 75^{-} = \$$1350^{00}$ 4^{15}
Hire Cummings @ \$$75^{00}$/HR
20T/HR = 16.25 → 18 HRS

24) Agg in Chip Seal : 2720 TN

MAT: CR 5^{40}

75 TRK: 25^{65} / 18^{70}) \$$44^{35}$
LD \$$70^{00}$ @ 70T = ~~\$$1^{00}$~~

RT: TO 14 / Dump 15 / Back 14 / LD 5) 48 @ .9% 53 (.88HRS
Haul: .9 x 44^{35} ÷ 14T = 2^{85} 2^{85}

PLACE: FLAHERTY 107^{-}
PROD
½ Roller 30^{-}
½ Broom 28^{-}

30 70T/HR = 38HRS 40 x \$$165^{00}$/HR = \$$6,600^{-}$ 2^{42}

10^{62}

AMPAD EFFICIENCY LINE® 22-208

26) EMULSIFIED ASPHALT MIX: 52,500 TN

SOURCE: DMcD. MAT: PLANT 0^{80} = 0^{80}
CR J/C 4^{40} } 5^{40} 5^{40}
LD 70^{00} @ 350 = \$ 0^{20}

260

TRKS: BELLY'S MPZ 1) 22T 2) 30T

RT:

	1	2
To	13.2	16
Dump	2	2
Back	13.2	16
LD	4	5
	32.4	39.

HAUL: 1) .6 HR x \$ 46^{15} ÷ 22 TN = 1^{26}
2) .72 HR x 49^{15} ÷ 30 TN = 1^{18} \$ 1^{18} 1^{29}

2/6 PROD!
.58 BASE @ 400 T/HR = 76
.42 Tape 325 T/HR = 68
110 LOST TIME 1 hr/day = 14
158 / 332

PLACE:

1110 LAB	27^{35}	=	$30,358^{50}$
155 P/W	50^{00}	=	$7,750^{00}$
160 (2) Rollers	60^{00}	=	9600
155 P.M.	60^{00}	=	9300
130 S.T.	10	=	1300
			$58,308^{50}$

\$ 1^{11}

4 Ts/mhrs

CREW:
Pave opr: 1
Roller 2
Screed 1
Dump 1
Raker 1
FRMN 1 crew hrs mhrs
7 x 158 = 1106

7^{69}

MAT: \$ 15^{40} 17^{01}
4^{19} 3^{2}

$\boxed{\$\ 19^{57}}$ 20^{57}

1,059,915
Bud ~~1,026,600~~
~~1,088,500~~
1

Rev. Rev 1,032,665

3-12

AMPAD EFFICIENCY LINE 22-208

AMPAD EFFICIENCY LINE® 22-208

28) Agg Sand in Choke Seal: 2570 TN

MAT: CR 4^{00}
LD

TRK: Whirly
TRK 18^{20}
DR 25^{65}
Whirly 5^{50}
} $\$49^{35}$

RT: LD 5
TO 14
Dump 30
Back 14
63 min

Haul: $1.1\text{hr} \times \$49^{35} \div 14\text{T} = 3^{87}$ 3^{90}

(½) Broom: $52^{00} \times .5 \div 12.7\text{T} = 2^{04}$ 2^{05}

$\$9^{95}$

3-13

287) COLD MIX PAVING

B-lget 1100/1200 MANHRS

18

2500

Haul:

Long:

16mi

LD 3+3

5@20 15

6@40 9

64

1.5-2

15

@ plant

40 @ 82
21 @ 18
27

33

2

37

DEFENDANT 4
DEPOSITION EXHIBIT
K.B.L. DATE 11-8-85

4-1

MOB =	1746		12,249
C&G =	195		3870 TK
EMB EXCAV =	-110		
EMB =	102		
STONE EMB =	140		
AGG BASE =	351		
CTB	4212		
CEM	248		
AGG BASE	2771		
PIPE	150		3,023,565
CMP	258		15,800
AC	2763	DEPT	99,144
CHOKE	144		
CMP	303		

4-2

5-21 @ 3:15

KELLY MCFARLANE → 548-6393
OUT OF TOWELSON PIT ←
APPROVED AS COMMERCIAL SOURCE -
CALL JOE SCHILSKI - ABOUT ROCK
QUALITY ←
ROYALTY INCLUDED ←

STONE EMB = 5.00 DELIVERED • SLIDE TRK MEASURE
10 CY/LOAD

AGG BASE - 3.90/TON LOADED @ PIT

CTB AGG = 3.73/TON – –

AGG CHIP SEAL = 5.40/TON – –

AC AGG 4.40/TON IN STOCKPILE

SANDCABLE 4.00/TON LOADED

1/4-10 5.70/TON –

IF MCFARLANE DOES TOTAL TRUCKING GO AT
$2.60/TON TRUCKING ←
5 BELLIES = 34 TON NET
5 BELLIE & TRLS - 32 TON NET

[illegible] ← NO BOND
4-3

JIM MORGAN → 897-2391 859-2148
50¢ +

CTB = 225 TPH

MOB : 20,000 -

5.98 / TON

TB		✓
120	7.66 / TON	
AC	6.83	✓
70	7.66	✓
00	7.66	✓

153,

4-4

+HAUL TIMES →

			TIME		
EAST END - MP	40.27		0:0		
		3.4/2=1.75		6½/ =3½	20.5%
SUMMERVILLE	36.87		6:30		
		13.2/2=6.6		22:15/11½	79.5%
SPOUT SPRINGS	23.7		29:45		
	16.57				

+TIME TO PIT 3 MIN + 1 - 4 MIN OF HIWAY ←

4-5

WAGE RATES → 29½ MILES ℄
ZONE 3

LABORERS = 12.84 + 4.30 + 1.15 w/ 20% = 22/HR ST
@ 12 HR AVE = 24.60/HR

OPER #9 = 15.96 + 4.15 + 1.15 w/ 20% = 25.50/HR ST
@ 12 HR AVE = 28.70/HR

TEAMSTER #6 = 14.99 + 3.74 + 1.15 w/ 20% = 23.85/HR ST
@ 12 HR AVE = 26.85/HR

COMMER DRIVERS
= (9.84 + 35¢ + 50¢ + 60¢) × 1.2 = 13.55 S.T
w/ $35-/DAY PERDIEM = 20.00 O.T

@ 12 HR AVE = 18.50/HR

4-6

BLUE MTN SUMMIT : HAUL TIMES

May 16 '84

LOCATION	TIME ~~OD~~	OD ~~TIME~~	
E. END Proj / ELGIN	0.0	81.0	
H.S. S. 11th	.75		
W. END of Mill / RD JCT	4.75	82.6	
Summerville JCT / 204	6.25	84.4	PIT 1) DMD ④ 3 min off Summerville 1 min to JCT
"	6.25	88.2	2) TOMBLSON / 1 min ② 1 min
mp 36	8.75	89.6	
mp 34 (Ave speed 45 mph)	11.5	91.5	
mp 31	15.7	94.5	
mp 30 Ave speed 35	17.3	95.5	
SUMMIT RD.	22.0	97.8	
ANDES PRARIE RD.	23.75	98.7	
SLIDE AREA	26.5	99.8	
mp 25		00.0	
MP 24	27.50	01.0	
SPOUT SPRINGS	29.75	02.4	

BID ITEM # 1 MOBILIZATION

SUPER $3000/MTH × 4 MTHS = $12000-
PER DIEM 5000-
PHONE × 200×4 = 800-

JOB TOILET 500-

GRADING/TILLING & SPREADING EQUIP-
SPREADER H2O TRUCKS = 2
TILLER H2O TOWER
BLADES = 2 GUPPIE
ROLLERS = 2
10 UNITS

EXCAVATION & PIPE EQUIP -
RENTAL D-8 450
235
510
2 UNITS
235 @ 2000-
D-8 @ 800-

PAVING EQUIP -
PAVERS = 2 SERVICE TRK & 1 TON = 2
PICKUP = 2 FLAHERTY
ROLLER = 2 BROOM
10 UNITS

BELLIES & BOBTAILS
7 BELLIES + 4 B/TAILS = 11 UNITS 4-8

PUG PLANT - FROM LEXINGTON = 4 HRS
8 LDS @ 7 HR × 50 = 2800
DOWN @ LEX 48 + UP @ ELGIN 48 = 96 × 29 = 2784 } 5600

SCALES - 2,000
CERTIFICATION 1,000

H2O TOWER - 2000

EQUIP -
18 PIECES FROM TAHO × 20 × 50 = 18,000
+ 18 × 35 = 630
15 PIECES FROM LEX × 8 × 50 = 6,000
15 × 35 = 525
25,155
980-B w/ AC PLANT 1,600
58455

EXTRA #'s TO BUY OUT McFARLANE @ ATHENA
45 DAYS @* 150 = 6750
65,205

MOB 2ND SPREADER 2000

4-9

BID ITEM #10 - CLEAR & GRUB L.S.

REMOVAL OF TREES/STUMPS IN SLIDE & ACCESS ROAD → CLEAR SNOW PLOW TURN AROUND ←

FIGURE TO REMOVE STUMPS W/ EXCAVATION - 3 DAYS TO FALL/BUCK/LIMB/& DECK -

EQUIP - 450 @ 15- × 36- = 540-
235 @ 50- × ✓ = 1,800-

CREW - 2 OPER @ 28.70 × 36 = 2,066-
3 LABOR @ 24.60 × ✓ = 2,657-
FOREMAN @ 30- × 15 = 450-
951 7513-

BID ITEM #11 - REMOVAL S&O L.S.

BID ITEM #12 - DITCH EXCAVATION 10 CY

$25.00/CY

4-10

BID ITEM #13 EMB FOUNDATION EXCAV 9,500 CY
DIG W/ 235 & 450 PUSHING - FIGURE 12 HRS
TO CUT IN ACCESS ROAD -
HAUL OFF 9,500 - 1000 (SHORT) - 3500 = 5000 CY

EXCAVATE @ 100 CY L.M./HR FOR 60% & 40% @ 65 CY L.M./HR
= 56 = 68 CY : 140

EQUIP -	RT	HRS	
235	50 -	140	= 7000 -
450	20 -	✓	= 2800 -
TRKS 3	18.75	✓	= 7875 -
CREW -			
OPER 2	29 -	✓	= 8120 -
DRIVERS 3	27 -	✓	= 11,340 -
LABOR	25 -	✓	= 3500 -
FOREMAN	30 -	70	= 2100 -
			42,735 -

= 4.50/CY

BID ITEM #14 - EMB IN PLACE 5,600 CY
EMB @ 100 CY/HR L.M. FOR THE SNOW PLOW TURN AROUND
= 2100 CY EM & 200 CY/HR L.M. FOR 3500 CY.
AVE = 163 CY/HR LM = 125 ECY/HR = 45 HRS

EQUIP =	D-6 & COMPACTOR	40	45 = 1800
	H2O	20	20 = 400
CREW =	OPER	29	45 = 1305
	LABOR	25	45 = 1125
	FOREMAN	30	12 = [illegible]

4990
0.90

4-11

BID ITEM #15 STONE EMB 6500 CY ←

FIGURE PLACING 250 CY/HR -

MAT'L LOADED = 5500 EN

HAUL - 24:15 + 24:15 + 2 + 3 = 54 MIN/~~CY = 11 CY~~ TM/HR

w/ 10 TRKS = 110 CY TRKS/HR

~~TRK~~ = 18.75 } 37.25 / 11 ÷ 1.3 = HAUL: 4.38

COMM DRIVER 13.50

PLACE -

D-6 w/ COMPACTOR	40	60	= 2400 -
OPER	29	✓	= 1740 -
FOREMAN	30	20	= 600 -
			4740 -

10

PLACE = 0.75

McFARLANE LOAD & HAUL

= 5.00/CY TL MEASURE × 1.3 = 6.50

7.25

4-12

BID ITEM #19 - AGGREGATE BASE 6000 TON

MAT'L → 3.90

HAUL → 14+14+5+5 = 38 M/RT = 56 TON/HR

18.75 + 18.50 = 37.25 / 36 → ~~1.05~~
+4.75 1.16

156

PLACE → @ 200 TPH = 30 HRS -

EQUIP -

BLADE	27	× 30	= 810 -
ROLLER	27	× 30	= 810 -
H2O	20	× 30	= 600

CREW -

OPER 2	29 -	× 30	= 1740 -
DRIVER	27	× 30	= 810 -
BROOM	30	× 20	= 600 -
FOREMAN	30	× 15	= 450 -

15 5820 → 0.97 ×2

~~5.92~~

7 -

4-13

ITEM # 20 - CTB - 300,000 SY

FIGURE TO PULVARIZE AC 1ST - RATE OF 20 FPM &
75 TEETH / 10 HRS - FIGURE 2 HRS MAINTAINCE -

2) SCARIFY W/ 14 TO 3" DEPTH JUST PRIOR TO
PLACEMENT OF 4" OF AGGREGATE -

3) ROTOTILL TOTAL 12" OF NEW & EXISTING BASE
MAT'L & CEMENT AT RATE OF 30 FPM & ~~40~~ 30
TEETH / 10 HRS - 2 HRS MAINTAINCE -

) ~~20~~ 15 FPM x 7 1/2 FT x 60 M/H x 10 HR/DAY x 90% E = ~~81,000~~ 60,750 SF/10 HRS
= ~~9,000~~ 6750 SY/DAY @ 10 HRS

PULVAMIXER	$65 -	10	= 650 -	
OPER	29 -	12	= 348 -	
TEETH	4.50	75	= 338 -	
SOCKETS	5.00	15	= 75 -	~~0.21/SY~~
			1411 -	= ~~0.16/SY~~
ROLLER	27 -	3	= 81 -	
FOREMAN	30 -	4	= 120 -	
			1612	=> 0.24/SY

) SCARIFY BASE - @ 2 MPH & 6 FT WIDE -

2 MPH x 6 FT x 10 HR/DAY x 90% E = 63,360 SY/DAY @ 10 HRS

BLADE @ $27 x 10 = 270 -
OPER @ 29 x 10 = 290 -
FOREMAN @ 30 x 2 = 60 -
} => 0.01/SY

4.) ROTOTILL / WATER & GRADE / COMPACT -

WATER @ 6% = MAT'L @ 140 P/CF = 9 GAL/SY

TILL @ ~~25~~ 20 FPM × 60 × 7½ × ~~10FT~~ 12 × 90%E = ~~13,500~~ ~~9000~~ 10,800 SY/10 HRS = ~~[illegible]~~ 28 [illegible]

= ~~439~~ ~~273~~ 351 TON CEMENT / SHIFT = 12 HRS

EQUIP -	RATE	HRS		
TILLER	65	12	=	780
BLADES	2 × 27	12	=	648
ROLLERS	2 × 27	12	=	648
H2O TRKS	2 × 23	12	=	552
CREW -				
OPER	5 × 29	12	=	1740
DRIVERS	2 × 27	12	=	648
LABOR	2 × 25	12	=	600
FOREMAN	30	12	=	360
~~44~~ TEETH	4.50	30	=	135
~~22~~ SOCKETS	5.00	6	=	30
MECHANIC ON TILLER	28	3	=	84
				6,225 = $ ~~0.67~~ 0.58

1.) PULVERIZE AC : 0.24

2.) SCARIFY BASE : 0.01

3.) TILL, H2O, GRADE & COMPACT : ~~0.64~~ .58

$ ~~0.74~~ 0.84

BID ITEM # 21 - CEMENT 9750 TON

AT 10,800 SY/DAY = 351 TON BULK CEMENT ON
GRADE IN 12 HRS - = 12 LOADS/DAY

BULK MAT'L MAT'L =>

SPREADING CEMENT - @ 351 TON/DAY = 28 DAYS

TRK & SPREADER - 22.50 x 2 x 8 = 360-

48 OPER = 27- x 2 x 8 = 432-

792-

→ 2.26/TON

= 0.073/SY

ITEM # 22 - AGGREGATE FOR BASE 87,000 TON
FIGURE TO PLACE ROUGH - GRADING & COMPACTING
W/ CTB ——— ———

MAT'L = 3.73

HAUL - AVE HAUL = 10 MIN + 4 = 14 MIN ONE WAY
14 + 14 + 2 + 3 = 33 MIN/RT @ 23 T/RT = 42 TPH
BELLE = 22.25
COMM DRIVER = 13.50
071 40.75 / 42 HAUL = 0.97

PLACE @ ~~400~~ 450 TPH × 12 HRS = ~~4800~~ 5400 / 12 HRS

EQUIP	RT	HRS	@ 4800 - 18 DAYS
BLADE	27	12	= 324.-
ROLLER	27	12	= 324.-
CREW			
OPER	2 × 29.-	12	= 696.-
LABOR	25	12	= 300.-
FOREMAN	30	4	= 120.-

10

1764.- / ~~5400~~ 4800 = 0.37

5.07

=BID ITEM # 24 AGG IN CHIP SEAL 2720 ton

MAT'L COST => 5.40

HAUL - w/ BOBTAILS @ 15 TON/CT

14+14+5+2+5 = 40 MIN/CT = 23 TPH

TRK = 18.75 x 12 = 225-

COMM DRIVER = 18.50 x 12 = 222-

[8] 447/276 = 1.62

PLACE -

FLARETTY = 80 x 30 = 2400-

OPER = 2 x 29 x 30 = 1740-

BROOM = 15 x 20 = 300-

OPER = 29 x 20 = 580-

[40] FOREMAN 30 x 10 = 300-

5320/2720 = 1.96

8.98

~~*MIGHT HAVE TO APPLY BASE LIFT AT OUR EXPENSE*~~

4-18

BID ITEM # 25 - EMULSIFIED ASPHALT 52,500 TON

AVERAGE ~~325~~ 350 TPH -

ROCK MAT'L => 4.40

PLANT COST -

PLANT = 0.80

29×12/350×11 OPER = 0.10 } 1.15

29+60/350 LOAD = 0.25

~~GEN~~ =

HAUL = 14 + 14 + 3 + 6 = 37 MIN/RT = 23T/RT = 37 TPH

TRK&TRLR = 22⁻ } 40.50/37

19 COMM DRIVER = 18.50 } = 1.09

PLACE - EQUIP	RT	HRS	
P/U MACH	50⁻	11	= 550⁻
PAVER	60	11	= 1210
ROLLERS	3 × 27	12	= 21
S/T	10	8	= 80
CREW			
OPER	4 × 29 ×	12	= 1392
SCREED	29 ×	12	= 348
LABOR	2 × 25 ×	12	= 600
#1 FOREMAN	30 ×	12	= 360

4561⁻/3850 = 1.18

7.82

4-19

BID ITEM # 28 - AGG SAND CHOKE SEAL 2570 TON

MAT'L COST ⇒ 4.00

AT 325 TPH & 80 SF/TN @ 10 HRS = 28,888 SY/DAY

& AT .0075 TON/SY = 216 TON/DAY / 15 = 14½ LDS/SHIFT = 12 DAYS

HAUL = 1 TRK FULL TIME -

44 TRK & COMM OPER = 37.25 × 12 × 12 = $5364 = 2.09/TON

$6.10

BID ITEM # 29 - ¼"-10 AGG IN CHIP SEAL 3200

USE SAME PRICE AS ITEM # 24

★ BEWARE OF NO PAY ON BASE LIFT

23 OF ASPHALT ★

$9.28

4-20

4 DAYS 40 - 6 miles w (Fuckd Broom

→ 20 - 6 miles

4-21

BLUE-MAOUNTAIN SUMMIT
JOB# 2564

Revised - [illegible]

BI.	EXP	DESCRIPTION	PAY	PRODUCTION	BUDGETED QUANTITY	BUDGETED COST
100		MOBILIZATION	LS		100%	74300.00
102		TP & DT	LS		100%	5760.00
104		SERVICE trucks	T&M		100%	5800.00
107		FLAGGERS	UP		2000 HRS	28600.00
110		BULK CEMENT	UP		9750 TNS	782925.00
116		CTB IN-PLACE	UP	1000 SY/HR	300000 SY	198480.00
143		PULVERIZE 5"	LS	480 SY/HR	216000 SY	108200.00
154		AGG IN BASE	UP	450 TN/HR	87000 TNS	466028.00
155		SHOULDER AGG	UP	50 TNS/HR	6000 TNS	44800.00
180		WATERING	UP		500 M-GAL	5575.00
190		ASHALT TACK	UP		45 TNS	8176.50
192		SEAL FOR CTB	UP		2720 TNS	85530.00
195		AGG IN CHOKE	UP		2570 TNS	17857.00
197		CHIP SEAL	UP		3200 TNS	108160.00
262		A/C APPROACH	UP		53 EA	25575.00
287		COLD MIX ASPHALT	UP		52500 TNS	951300.00
300		CLEAR & GRUBB	LS		100%	7700.00
302		REMOVAL STRUCT	LS		100%	100.00
400		DETOUR WORK	LS		100%	4500.00
403		FOUNDATION EXCAV	UP		9500 CY	49875.00
423		EMBANKMENT	UP		5600 CY	7000.00
426		STONE EMBANKMENT	UP		6500 CY	30225.00
432		DITCH EXCAV	UP		10 CY	250.00
434		FIN RD & SLOPES	UP		16.6 MI	1120.50
600		TRENCH EXCAV	UP		72 CY	1152.00
608		8" PERF PIPE	UP		136 LF	1570.80
618		18" CULVERT	UP		136 LF	2720.00
630		30" CULVERT	UP		4 LF	200.00
955		EXTRA CLEARING	T&M		100%	40000.00

MAT
@ 19^{57} 1,027,425
+ H : 7
+ P : 1
22.29^{41} 1,120,225

BEAD please ADjust
BI # 287

Aug 31 '84

DEFENDANT 5
DEPOSITION EXHIBIT
K.B.L. DATE 11-8-85

MORSE BROS., INC.
BLUE MOUNTAIN SUMMIT - ELGIN

OSHD ITEM	BID ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	AMOUNT
1	100	Mobilization	1.00LS	276,000.00	276,000.00
2	102	Temp Protection & Direction Traffic	1.00LS	5,800.00	5,800.00
3	822	Temporary Signs	827.00SF	7.00	5,789.00
4	822	Temporary Barricades	11.00EA	40.00	440.00
5	822	Temp Continuous Rail Traffic Barriers	425.00LF	3.50	1,487.50
6	822	Temporary Plastic safety markers	90.00EA	12.00	1,080.00
7	822	Temporary Delineators	10.00EA	7.00	70.00
8	107	Flaggers	2,000.00HR	11.00	22,000.00
9	821	Pilot Car	800.00HR	20.00	16,000.00
10	300	Clearing & Grubbing	1.00LS	40,000.00	40,000.00
11	302	Removal of Structures & Obstructions	1.00LS	5,000.00	5,000.00
12	432	Ditch Excavation	10.00CY	25.00	250.00
13	403	Embankment Foundation Excavation	9,500.00CY	7.50	71,250.00
14	423	Embankment in Place	5,600.00CY	1.10	6,160.00
15	426	Stone Embankment.	6,500.00CY	4.50	29,250.00
16	600	Trench Excavation	72.00CY	15.20	1,094.40
17	434	Finishing Roadbed & Slopes	16.60MI	68.00	1,128.80
18	180	Watering	500.00MG	12.00	6,000.00
19	195 ~~184~~	Aggregate Base [illegible]	6,000.00TN	7.00	42,000.00
20	116/143	Cement Treated Base	300,000.00SY	1.00	300,000.00
21	110	Cement for Treated Base	9,750.00TN	80.30	782,925.00
22	154	Aggregate for Treated Base	87,000.00TN	4.60	400,200.00
23	192 ~~197~~	Asphalt in Chip Seal	325.00TN	182.00	59,150.00
24	192 ~~197~~	Aggregate in Chip Seal	2,720.00TN	9.00	24,480.00
25	400 ~~[illegible]~~	Class "B" or "C" Asphalt Concrete Detour	85.00TN	50.00	4,250.00
26	287	Emulsified Asphalt Concrete Mixture	52,500.00TN	7.70	404,250.00
27	287	Emulsified Asphalt in Mixture	3,150.00TN	166.70	525,105.00
28	195	Aggregate in Sand Choke Seal	2,570.00TN	6.50	16,705.00
29	197	1/4"-10 Aggregate in Chip Seal	3,200.00TN	9.30	29,760.00
30	197	Emulsified Asphalt in Chip Seal	470.00TN	162.00	76,140.00
31	190	Asphalt in Tack Coat	45.00TN	182.00	8,190.00
32	618	18" Culvert Pipe	136.00LF	20.00	2,720.00
33	630	30" Culvert Pipe	4.00LF	50.00	200.00
34	608	8" Drain Pipe	136.00LF	7.00	952.00
35	608	Gravel in Drains	15.00CY	25.00	375.00
36	820	Guard Rail, Type 2A	9,925.00LF	8.90	88,332.50
37	820	Guard Rail Anchors, Type 1	34.00EA	270.00	9,180.00
38	820	Rail End Pieces, Type C	34.00LF	85.00	2,890.00
39	262 ~~[illegible]~~	Extra for Asphalt Approaches	93.00EA	125.00	11,625.00
40	608	Geotextile Fabric in Drains	120.00SY	2.00	240.00
41	820	Delineators, Type 1	540.00EA	19.50	10,530.00
42	820	Delineators, Type 4	40.00EA	11.60	464.00
43	822	Single Mailbox Supports	1.00EA	90.00	90.00
44	822	Multiple Mailbox Supports	3.00EA	250.00	750.00
45	822	Concrete Collars	3.00EA	40.00	120.00
					3,290,423.20

DEFENDANT
DEPOSITION EXHIBIT 6
K.B.L. DATE 11-8-85

6

P

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) Blue Mountain Summit - Elgin		CONTRACT NO. 9834
HIGHWAY Weston - Elgin	COUNTY Union	PREFIX 131-1020
CONTRACTOR'S NAME AND ADDRESS Morse Bros., Inc. P. O. Box 7 Lebanon, Oregon 97355		F. A. PROJECT NO. FLH-FH-89(4) PRICE AGREEMENT NO. 5

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Change surfacing typical section, Sta 937± to Sta 1085±.
(See attached drawing)

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
21	Reduce Cement for Treated Base	228	Ton	80.30	$ - 18,308.40
22	Increase Aggregate for Treated Base	4,053	~~Cu. Yd.~~ Ton ~~PPR~~	4.60	+ 18,643.80

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 335.40

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

DEFENDANT 7
DEPOSITION EXHIBIT
K.B.L DATE 11-8-85

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED CONTRACTOR 7-18-84 DATE

APPROVAL RECOMMENDED BY ~~LOCAL AGENCY~~ DATE
M. Olene 7-24-84

SUBMITTED BY PROJECT MANAGER DATE
Billy D. Johnson 7/18/84

APPROVAL RECOMMENDED ~~OR APPROVED~~ BY REGION DATE
7/20/84

NOTED OR APPROVED BY CONSTRUCTION DATE
7-26-84

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

7-24-84

7-1

HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION) Blue Mountain Summit - Elgin		CONTRACT NO. 9834
HIGHWAY Weston - Elgin	COUNTY Union	PREFIX 131-1020
SUBMITTED BY (RESIDENT) Bobby D. Johnson	DATE 7/19/84 FOR ☐ REVIEW ☒ APPROVAL	F.A. PROJECT NO. FLH-FH-89(4)
SUBMITTED BY (REGION)	DATE 7/20/84 FOR ☐ REVIEW ☒ APPROVAL	TO ACCOMPANY (ORDER TYPE AND NUMBER) PA #5

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

Dave Carter BY B. D. Johnson ON 7-16-84

BY ON

BY ON

BY ON

WORK OR CHANGE HAS BEEN DISCUSSED AND APPROVAL TO PROCEED OBTAINED FROM—

Wm. G. Anhorn BY B. D. Johnson ON 7-17-84

John Scofield BY B. D. Johnson ON 7-17-84

BY ON

FEDERAL HIGHWAY TENTATIVE APPROVAL OBTAINED FROM— SUBSTANTIAL CHANGE— ☐ YES; ☒ NO

BY ON

COST ESTIMATE, FORM 734-1877 IS ATTACHED— ☐ YES; ☒ NO; ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Unit or Technical Services Section)—

Warren Richards BY B. D. Johnson ON 7-17-84

ORAL APPROVAL OF COSTS OBTAINED FROM (Construction Cost Unit or Technical Services Section)—

BY ON

NET EFFECT OF ORDER ON PROJECT	PROJECT AUTHORIZATION	ESTIMATE PROJECT COST WITH ORDER	OVERRUN
INCREASE ~~DECREASE~~ $ 335.40	$ 3,748,526.10	$ 3,748,526.10	0 %

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that will Share the Cost; Estimated Starting Date or Date Work Started; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents)—

The contractor requested this change due to the type of materials encountered in the roadway section. The roadway was potholed and the sizes of the aggregates were checked at 16 different locations across the road. The aggregates varied in size from 3 to 12 inches, appearing to be a river run type of round rock which does not lend to cement treatment. (See attached sheet for aggregate details.)

The proposal is to pulverize the existing pavement approximately 4 inches deep, add 6 inches of aggregate for treated base and treat to a depth of 10 inches. A revised typical section is attached.

7-2

☐ CONTINUED ON ADDITIONAL SHEET(S)

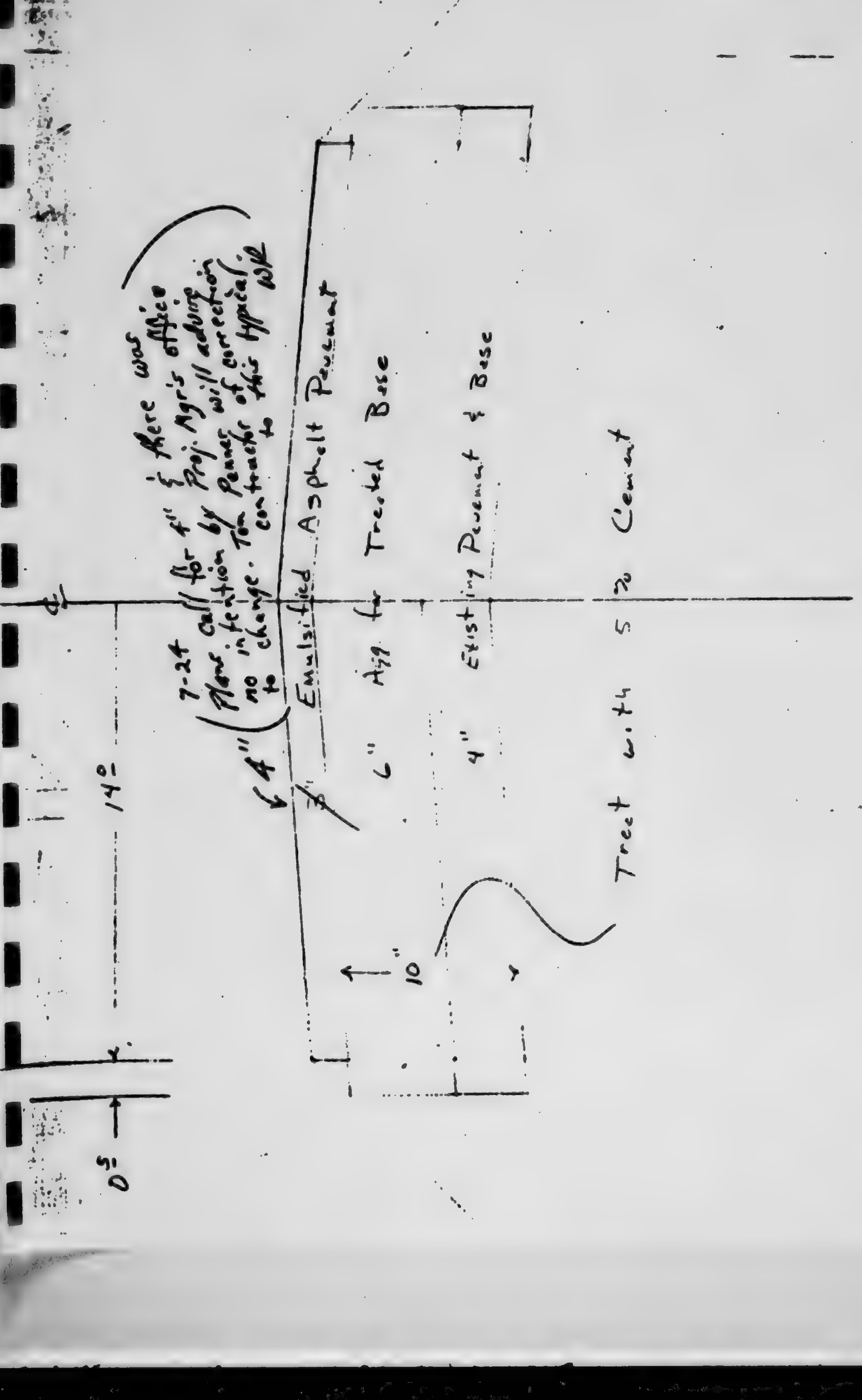
734-1862 (11-81)

Submit Original to Construction Branch

Blue Mt Summit - Elgin

T. Penner 7-18 84

Surfacing Revision Sta. 437± - 1085 ±



0.5
14.0
℄
4"
~~3"~~
Emulsified Asphalt Pavement
6" Agg. for Treated Base
4" Existing Pavement & Base
10"
Treat with 5% Cement

7-24 (Plans call for 4" & there was no intention by Proj. Mgr's office to change. Tom Penner will advise contractor of correction to this typical. WR)

7-3

Blue Mt Summit - Elgin PA #5

Sta. 937± - 1085± = 14,800 Lin Ft

Add 2" of Base Rock

(14,800) ($0^{\underline{17}}$) (29) / 27 = 2702 C.Y.

(2702) ($1^{\underline{5}}$ T./C.Y.) = 4,053 Ton

(4,053) ($4^{\underline{60}}$) = $\$ 18,643^{\underline{80}}$

Less Cement for treating 10" deep.

(14,800) (29) ($0^{\underline{17}}$) (125 lbs/C.F.) = 9,120,500 lbs.

5% Cement Added

(9,120,500) ($0^{\underline{05}}$) / 2000 = 228 Ton.

(228) ($80^{\underline{30}}$) = $\$ 18,308^{\underline{40}}$

+ $\$ 335^{\underline{40}}$

[illegible] depths

[illegible] Run unless otherwise noted

Reference Pt.	left	mid	right
	Ns BR	Ns BR	Ns BR
391	5 2½	4 4	3 6 Ⓑ
901	3 5	4 4	4 3
918	5 4	6 3	7 3
922	5 4	5 3	5 6
937 +50	6 2½	5 8	5 12 Ⓑ
939 +50	5 4	5 6	8 2½
947	5 hard Rck @10'	4 3	4 3
948 +50	6 3-4	4 8-10	4 8-10
958	3 upto 8	4 →8	3 8
965 +50	5 →12	5 →12	7 →12
975	5 6-8	4 6-8	5 6-8
97[illegible]	7 3-4	5 3-4	5 3-4
1002 +50	8 →10	1 →10	7 →10
1013	6 14	5 4	5 5
1024	6 7 rock	[illegible]	7 5-6
1028 +50	5½ 8	6 4	5½ 4
1033	5 8	5 5-6	5 3-4
1049	3 →6	2½ →6	2½ →6
1063 +50	4 8	4 Rock 10	2½ 8
1079 +25±	5½ →10	2½ →8	3½ 5

7-5

MORSE BROS.
Highway Construction Group

RECEIVED
NOV 19 1984
ARE ARE

November 16, 1984

Mr. Bobby Johnson
Oregon State Highway Division
P.O. Box 459
Pendleton, OR 97801

AE RECEIVED LS TC
OM SA CC
CA NOV 23 1984 FE
CAM MA
CP CONSTRUCTION SECTION
CEO FILE

Subject: Blue Mountain Summit-Elgin
OSHD Contract No. 9834

Dear Bobby:

While placing the aggregate base, we were informed that the water being used to achieve the required compaction and shaping per section 304.34 (a) would not be paid for under section 233. An intent to claim for the water required was immediately submitted. At this time an additional 1,271.2 M-Gals of payment is requested. Attached is a tabulation of dates, water used, water paid for, and water owed.

None of the water used on the dates on the attached tabulation went to the cement treated base mixing process. Standard Specification 310.81 is very clear that the cost of water,

> "For all work involved in constructing the cement treated base as specified, other than furnishing portland cement, new base aggregates",

will be included in the bid item for cement treated base. When processing the old reconditioned roadbed, portland cement, and new aggregate base together,

> - "no separate measurement will be made for water."

However, when placing the new aggregate base, adherance to section 304 is required. We were required to compact the new aggregate base and grade to hubs placed by the State. Per section 304.34,

> "Water shall be uniformly applied over the materials during compaction in the amount determined as necessary for proper compaction, and in accordance with requirements of Section 233."

DEFENDANT
DEPOSITION EXHIBIT 8
K.B.L DATE 11-8-85

8-1

Section 233, pays for water used by the M-Gal per the bid item Watering.

Compensation for the 1,271.2 M-Gals used and claimed for can be paid at the bid unit price of $12.00/M-Gal.

Sincerely,

MORSE BROS. INC.

Robert R. Reinhard
General Manager
Highway Construction Division

Enclosure

mec/ws

WATER CLAIM

Date	Used	Paid	Owed
7-19	57.2	8.8	48.4
7-20	94.4	13.2	81.2
7-21	70.4	13.2	57.2
7-23	70.4	13.2	57.2
7-24	70.4	17.6	52.8
7-25	88.0	17.6	70.4
7-26	74.8	17.6	57.2
7-27	101.2	17.6	83.6
7-28	-0-	-0-	-0-
7-30	74.8	22.0	52.8
7-31	133.8	22.0	111.8
8-1	66.0	17.6	48.4
8-2	100.6	17.6	83.0
8-3	100.6	11.4	89.2
8-4	39.0	19.0	20.0
8-6	69.8	15.2	54.6
8-7	50.7	22.8	27.9
8-8	73.7	22.8	50.0
8-9	148.9	112.5	36.4
8-10	172.9	99.0	73.9
8-11	147.7	98.7	49.0
8-13	117.7	52.4	65.3
		TOTAL =	1,271.2 M-Gal.

8-3

MORSE BROS.
Highway Construction Group

December 28, 1984

RECEIVED
JAN 7 1985
☑RE ☐ARE

Mr. Bobby Johnson
Oregon State Highway Division
P.O. Box 459
Pendleton, OR 97801

Subject: Blue Mountain Summit - Elgin
OSHD Contract No. 9834

Dear Bobby:

I am resubmitting our claim for payment of water used for processing the existing materials and/or new aggregates prior to adding cement. As previously requested, payment for 1,271.2 M-Gals should be made on the next pay estimate, (January 10, 1985).

Section 310.81 is clear that no water will be paid for when processing the existing roadbed material, new aggregates, and Portland Cement together. However, it does say that the water used to place the base aggregates to grade will be paid for:

> "For all work involved in constructing the cement treated base as specified, other than furnishing Portland Cement, new base aggregates", ... "No seperate measurement will be made for water."

I read the above to mean that water used for placing and compacting the new base aggregates will be paid for. Water used in constructing the cement treated base, (other than in placing and compacting new base aggregates), will be incidental to the bid item for cement treating the base. This interpertation of payment for water used in processing of the new base aggregates is not Morse Bros.' alone. On August 30, 1984, E.S. Hunter sent out a revision letter to a project that had similar specifications to the Blue Mountain Summit - Elgin Project. In his revision, Mr. Hunter clairified the OSHD's interperatation of payment of water under specification 310. Prior to this clarification by Mr. Hunter and the way the Blue Mountain Summit - Elgin Project was figured was that payment for water used in processing the

DEFENDANT
DEPOSITION EXHIBIT 9
K.B.L. DATE 11-8-85

new base aggregates to line and grade with the reconditioned base materials would be paid per M-Gal used.

I again assert our claim for payment of 1,271.2 M-Gals used at the bid unit price or $12.00/M-Gal.

Sincerely,

MORSE BROS. INC.

Robert R. Reinhard
General Manager
Highway Construction

mec

cc: Robert Hector - Region Engineer

1984 West Branch Bridge Cr. 9835
(Access Rd. Rt.) Bridge Sec.,
Ochoco Hwy. (structure)

jc cc: OSHD (Rulien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Wheeler	DIVISION Oregon
DATE OF REPORT 1-13-86	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. BRF-88-2(12)
COMPLETION DATE (Actual) 9-15-84	ACCEPTANCE DATE BY CONRTACT AGENCY May 10, 1985	TIME ELAPSED $\frac{88}{90}$ = 97.7 %	CONTRACT TIME 90 Calendar Days

LOCATION Approximately 8.3 miles west of the community of Mitchell, Wheeler County, on signed Route U. S. 26.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WEST BRANCH BRIDGE CREEK (Access Rd. Rt.) BRIDGE SECTION
OCHOCO HIGHWAY
Structure

This project provided for the replacement of a right-of-way access road structure located at M. P. 57.5 on the Ochoco Highway.

The final cost of the completed work including all engineering and contract changes was $44, 967.82. The final cost of the original contract items was $34,778.90, as a 1.33 percent underrun of the contract bid amount of $35,241.00

All participating work has been completed. A final inspection of the completed work was made on March 20, 1985.

- DBC -

NOTED
W. E. SCHWARTZ
ey 1/14

RECEIVED
STAT HWY ENGR
JAN 15 '86
REFER TO
Fredrickson
FO

Info	Inves	R/D	D/R		Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr.		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE JAN 14 1986	TITLE Field Operations Engineer	DATE JAN 15 1986

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

May 24, 1985

United Pacific Insurance Co.
825 NE Multnomah, Suite 300
Portland, OR 97232

CON 5
#9835

Gentlemen or Ladies:

On May 20, 1985, we wrote to you concerning release of final payment on Contract No. 9835 awarded to Douglas S. Coats, Inc. for the West Branch Bridge Creek (Access Road Route) Bridge on Ochoco Highway in Wheeler County.

Final payment on this contract is $508.80. The total contract amount is $36,967.82 including $2,188.92 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Douglas S. Coats, Inc.
PO Box 311
Bend, OR 97709

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Dale Allen

9835

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: May 10, 1985

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9835,	On Site Work Substantially Completed September 15, 1984
All Work Completed	January 11, 1985	
Project	West Branch Br. Cr. (Acc. Rd. Rt.) Br.	
Highway	Ochoco	
County	Wheeler	
Type of Work	Structure	
Contractor	Douglas S. Coats, Inc.	

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

May 20, 1985 - Surety letter written.

noted RWGormsen

81-125-1387

Contains Recycled Materials

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-108	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State Oregon
PROJECT REPORT NUMBER		County Wheeler
MODIFICATION NUMBER 1		Project Number BRF-88-2(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 19, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 40,923	$ 43,619
Federal funds	$ 32,738	$ 34,895
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of March, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 7, 1985

FEDERAL AID PROJECT NO. BRF-88-2(12)

W. Branch Br. Cr. (Access Rd. Rt.) Bridge Section
Ochoco Highway
Wheeler County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
Structure (Br. No. 7507A)(M.P. 57.5)

Subtotal from Estimate of June 13, 1984		$ 35,741.00
Additional Item		
Extra Riprap (FA #1)		2,188.92
	Subtotal	$ 37,929.92
	Engineering	5,689.08
	Total	$ 43,619.00

Length of Project ------------------ 0.010 mi.

Federal Funds (80%)	$ 34,895.00
State Funds	8,724.00
TOTAL	$ 43,619.00

Group 1: 100%
Contract No. 9835
Prefix: 35-1963
Prefix: 35-1039
Appn Code: 118

WH:me

7835

STATE COPY

TO BE COMPLETED BY FHWA 6-314	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** [illegible] 54	STATE Oregon COUNTY Wheeler PROJECT NO. BRF-88-2(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

W. Branch Bridge Creek (Access Road Right) Bridge on the Ochoco Highway

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-2-84	0.01

OTHER *(Specify)*

FUNDS Pro-rata 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 40,923.00	$ 32,738.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Wayne J. Holene
For Manager, Program Section
(Title)
XXX For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JUN 19 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   JUNE 13, 1984

FEDERAL AID PROJECT NO. BRF-88-2(12)

W. BRANCH BR. CR. (ACCESS RD. RT.) BRIDGE SECTION
OCHOCO HIGHWAY
WHEELER COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE (BR. #7507A)(MP 57.5)

Mobilization	Lump Sum	All	--	$ 3,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	--	250.00
Temporary Signs	Sq. Ft.	142	8.00	1,136.00
Temporary Barricades	Each	2	50.00	100.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	Lin. Ft.	125	9.00	1,125.00
Temporary Plastic Safety Markers	Each	6	30.00	180.00
Flaggers	Hour	100	9.00	900.00
Bridge Removal Work	Lump Sum	All	--	5,000.00
Structure Excavation	Cu. Yd.	28	10.00	280.00
Special Wall Backfill	Cu. Yd.	15	20.00	300.00
Structural Concrete, Class 3300 or 5000 (7cy)	Lump Sum	All	--	3,000.00
Reinforcement (880 lbs.)	Lump Sum	All	--	800.00
4'x50'/55' Prestressed Slabs	Each	4	3,500.00	14,000.00
Two Tube Steel Railing	Lin. Ft.	100	35.00	3,500.00
24-inch Half Circle Pipe	Lin. Ft.	52	20.00	1,040.00
Loose Riprap, Class 700	Cu. Yd.	63	10.00	630.00
				$ 35,241.00

Anticipated Items

Temporary Erosion Control	All		$ 500.00
		Subtotal	$ 35,741.00
		Engineering	5,182.00
		Total	40,923.00

Length of Structure	0.010 mi.
Federal Funds (80.0%)	$ 32,738.00
State Funds	8,185.00
Total	$ 40,923.00

Group 1: 100%
Contract No. 9835
Prefix: 35-1963 P.E.
35-1039

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: West Branch Bridge Creek (Access Rd Rt) Bridge

WEEK ENDING: January 19, 1985

SECTION PREFIX: 35-1039

HIGHWAY: Ochoco

COUNTY: Wheeler

NAME OF JOB: West Branch Bridge Cr(Access Rd Rt) Bridge

KIND OF WORK: Structure

CONTRACTOR: Douglas S. Coats

CONTRACT NUMBER: 9835

FEDERAL AID PROJECT NUMBER: BRF-882(12)

DATE OF CONTRACT: June 1, 1984

DATE WORK STARTED:

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 90

CALENDAR DAYS USED 88

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 98

PROJECT AUTHORIZATION: $40,923.45

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $37,349.35

ENGINEERING AUTHORIZATION $3,574.10

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $37,349.35

ENGINEERING COST TO DATE $5,200.00

DATE PROJECT WAS COMPLETED: September 15, 1984

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 146 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7507A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				Semi-final sent to Region January 17, 1985
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE E CAE ... RECEIVED LS ..... TC .....
COE ... OM ... SA ..... CC .....
OE .... JAN 21 1985 FE ..... CP .....
GA .... POC ....
CAM .... CONSTRUCTION OCE ....
EEO .... SECTION FILE ....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Bridge complete, no activity rest of week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Next week: Complete semi-final.

Status: Final inspection complete,

Semi-final sent to Region January 17, 1985
Last weekly report.

SIGNED Jerry Thackery LOCATION Bend

XXXXXXXXXXXXXXXX Jerry Thackery

PRIME RESIDENT SUBMIT 2 COPIES: WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9135

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRF-88-2(12)

2. STATE PROJECT NO.: See Below

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division 5-2-84

4. PROGRAM NO.:

5. ITEM NO.: 40057

2A. COUNTY NAME: Wheeler

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5/2/84

8. FEDERAL ROUTE NUMBER: Primary 88

9. STATE ROUTE NUMBER: Primary 41

10. GENERAL LOCATION:

West Branch Bridge Creek (Access Road Route) Bridge #7507A Section

11. GENERAL DESCRIPTION OF WORK

Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4/27/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 4/30/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $41,698, Federal Funds $33,358.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

9835

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-88-2(12)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Wheeler

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40057

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/2/84

8. FEDERAL ROUTE NUMBER Primary 88

9. STATE ROUTE NUMBER Primary 41

10. GENERAL LOCATION:
West Branch Bridge Creek (Access Road Route) Bridge #7507A Section

11. GENERAL DESCRIPTION OF WORK
Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4/27/84

13. REMARKS

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A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

RECEIVED
STATE HWY ENGR
MAY 7 '84
REF

Orig
Att. # Potter

40057

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/2/84	**8. FEDERAL ROUTE NUMBER** Primary 88	**9. STATE ROUTE NUMBER** Primary 41

10. GENERAL LOCATION:

West Branch Bridge Creek (Access Road Route) Bridge #7507A Section

11. GENERAL DESCRIPTION OF WORK

Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4/27/84

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The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

RECEIVED
STATE HWY ENGR
MAY 7 '84
REFERRED TO Potter

Orig w/att. to Potter 5/8

14. DATE 5/2/84	**15. SIGNATURE OF APPROVING OFFICIAL** G.K. Hossner	**16. TITLE** for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Access Road Right Bridge No. 7507

REGION: 4

Hwy #41 **SURVEY AUTHORITY**

AUTHORIZATION NO.: 1

PREFIX: 35-1963

DATE:

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN		1,500	921 SPECIFICATIONS		1,200	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		250	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 5,650
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX:

FEDERAL AID PROJECT NUMBER: BRF-88-2(10)

LOCATION ENGINEER'S REMARKS

Innovative methods are to be used to expidit e the survey and preparation of plans and to keep the engineering costs to a minimum. Region to co-ordinate with Bridge Design when ready to perform the survey.

1 Versteeg
Anderson
Adams Lyle
Macnab
2 Stoudenmeyer
Terpin
3 Trout
Wakerlig

RECEIVED
DEC 15 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Or Prelim 6YP HIP

PREPARED BY	DATE 9/22/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/28/83
RECOMMENDED, REGION ENGINEER X	DATE 9/23/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 10-27-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12-7-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

PR 1
CORRECTED
9/22/8

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01303

SECTION Access Rd. Rt. (F57.49) Bridge

REGION IV

STATE HIGHWAY # 41	HIGHWAY NAME Ochoco		MILE POST FROM F57.49 TO F57.50	LENGTH 0.01 Mil
☐ URBAN ☒ RURAL	CITY	COUNTY Wheeler	ROAD/STREET NAME	
ROUTE # US26	FEDERAL AID # FAP 88	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)

PRELIMINARY ENGINEERING		$ ~~2~~ 6
RIGHT OF WAY		$ --
ROADWAY	$ 5	
STRUCTURES	$ 34 ~~32~~	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ ~~2~~ 4.8	
Remove Exist. Struc.	$ ~~30~~ 3.5	
40% ENGINEERING & CONTINGENCIES	$ ~~16~~ 19.	
TOTAL CONSTRUCTION		$ ~~55~~ 66
TOTAL ESTIMATE		$ ~~57~~ ~~75~~ 72

PROJECT DATA

GRADING	(✓)	X
PAVING	(✓)	
STRUCTURES	(✓)	X
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY

FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0

WORK BY STATE/CONSULTANT/APPLICANT

PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	1	1
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	2	2
YEAR OF AVERAGE DAILY TRAFFIC	1980	1989

DEFINE THE PROBLEM

Deck planks badly worn, stringers have 20% to 70% rot on them. Sills show 10%-20% rot.

PROPOSED SOLUTION

Replace existing ~~13~~ 15 Ft. wide by 45 Ft. long bridge with a 16 Ft. wide, 45 Ft. long concrete slab span.

REQUESTED, REGION ENGINEER X	DATE 9/23/83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING 90

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Access Rd. Rt. (M.P. F57.49) Bridge	KEY ID # REGION IV

PROJECT JUSTIFICATION

This bridge is structurally deficient. The stringers in all three spans have rot in them which range from 20% to 70% rot. The sills have 10% to 20% rot in them. The deck planks are worn and loose.

This bridge is Region IV's No. 1 priority for replacement/

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Access Road Rt. Bridge #7507

REGION
4

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

A—95	S	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S ~~N~~	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#) 0		NEW (#) 0	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

UTILITIES N (LIST BELOW)

COMPANIES

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	Y	DESIGN SPEED	Road approach	DESIGN STANDARDS	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
								×	16' 16'							

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

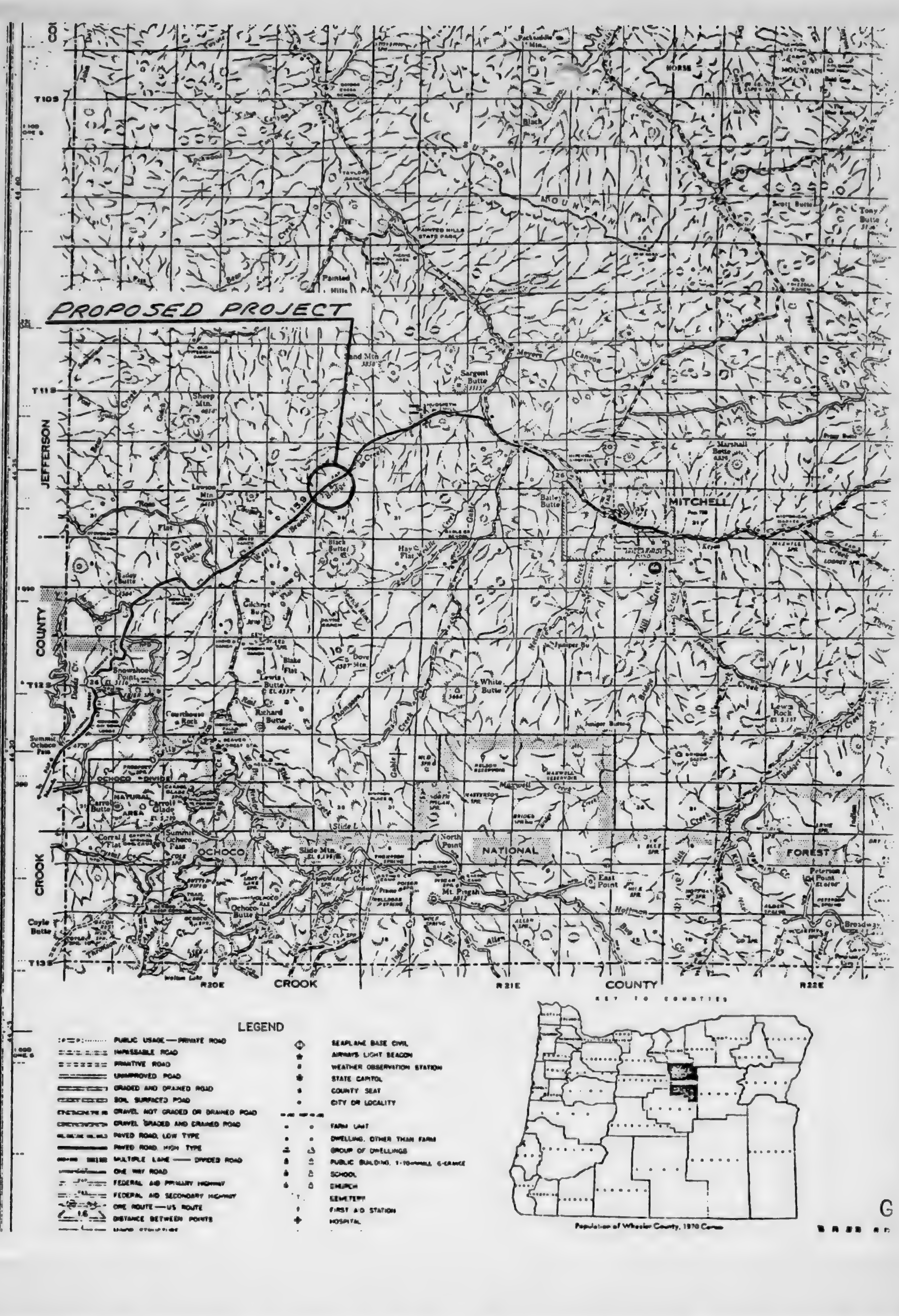
STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	45	16	34,000 ~~$32,000.~~	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer
Date ____________

734-1912 (7-82)


PROPOSED PROJECT
T10S
T11S
T12S
T13S
R20E
R21E
R22E
JEFFERSON
COUNTY
CROOK
CROOK
COUNTY
SUTTON
MOUNTAIN
MOUNTAIN
Painted Hills
PAINTED HILLS STATE PARK
Sand Mtn
Sargent Butte
Sheep Mtn
Meyers
Canyon
Marshall Butte
MITCHELL
Bailey Butte
Scott Butte
Tony Butte
Black Butte
Lawson Mtn
Hay Flat
Gilchrist Butte
Blake Flat
Lewis Butte
Richard Butte
Dove Mtn
White Butte
Juniper Bu
Lewis Rock
Snowshoe Point
Courthouse Rock
Summit Ochoco Pass
OCHOCO DIVIDE
NATURAL AREA
Carroll Butte
Carroll Glade
Corral Flat
OCHOCO
NATIONAL
FOREST
Slide Mtn
North Point
Mt Pisgah
East Point
Ochoco Butte
Coyle Butte
Peterson Point
Broadway
Hoffman
Allen
Creek
Maxwell
Slide L.
LEGEND
PUBLIC USAGE — PRIVATE ROAD
IMPASSABLE ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
GRAVEL NOT GRADED OR DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
PAVED ROAD, LOW TYPE
PAVED ROAD, HIGH TYPE
MULTIPLE LANE —— DIVIDED ROAD
ONE WAY ROAD
FEDERAL AID PRIMARY HIGHWAY
FEDERAL AID SECONDARY HIGHWAY
STATE ROUTE — US ROUTE
1.6
DISTANCE BETWEEN POINTS
SEAPLANE BASE CIVIL
AIRWAYS LIGHT BEACON
WEATHER OBSERVATION STATION
STATE CAPITOL
COUNTY SEAT
CITY OR LOCALITY
FARM UNIT
DWELLING, OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING
SCHOOL
CHURCH
CEMETERY
FIRST AID STATION
HOSPITAL
KEY TO COUNTIES
Population of Wheeler County, 1970 Census
G

1984 Fishhawk F. Hwy.-M.P.35.80 9836
Section Nehalem Highway.
(paving)

CERTIFIED MAIL · RETURN RECEIPT

MEYER, SEIFER & STEWART, P.C.
ATTORNEYS AT LAW
1000 WILLAMETTE CENTER
121 S. W. SALMON STREET
PORTLAND, OREGON 97204-2986

TELEPHONE 221-0000
AREA CODE 503

PAUL R. MEYER
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG*
JAN D. SOKOL
MICHAEL J. CARO
SUSAN G. WHITNEY
RODNEY R. MILLS
ROGER A. LENNEBERG*
DEBORAH J. JOHNSON*

*ALSO ADMITTED IN WASHINGTON

January 21, 1986

RECEIVED
STATE HWY ENGR
JAN 23 '86
REFER TO
Construction
FOR

Info	Inves	R/C	D/R	[illegible]	[illegible]	[illegible]
					✓	

cc [illegible]

Done/Cm

Oregon State Highway Department
Transportation Building
Salem, Oregon 97310

Re: Western Mixing Co.
Fish Hawk
Bond No. U 49 93 70

Gentlemen:

This office represents United Pacific Insurance Company, surety to Western Mixing Co. on the above captioned bond. We are in the process of completing certain investigations and have been required to post reserves on several projects upon which we posted bonds. Our principal has requested financial assistance for completion of certain other projects and other matters.

We would appreciate your advice as to whether or not there are any contract funds or retainages still remaining due and payable to our principal on the above captioned project.

Please consider this letter formal notice that any remaining job funds, including retainages, in your possession, are to be retained for the benefit of the surety, and in no event should payment of any funds be made without the express written consent of United Pacific Insurance Company to any other party.

I would appreciate your signing a copy of this letter, which is enclosed, and indicating on the copy the amount of any such funds remaining in your possession.

Please give me a call if you have any questions.

Very truly yours,

MEYER, SEIFER & STEWART, P.C.

David R. Trachtenberg

DRT/
enc.
cc: Charles R. Schrader
cc: Oregon State Highway - Medford Office

August 1, 1985

United Pacific Insurance Co.
Bond Department
33403 8th Avenue S. C-3000
Federal Way, WA 98003

CON 5
#9836

On July 5, 1985, we wrote to you concerning release of final payment on Contract No. 9836 awarded to Western Mixing Company for paving Fishhawk Falls Highway-M.P. 35.8 Section of the Nehalem Highway in Clatsop County.

Final payment on this contract is $5,000 and the total contract amount is $370,846.20 including $15,538.11 for work performed under account.

Robert W. Gormsen
COMMISSION Services

ss

cc: Western Mixing Company
P. O. Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
P. O. Box 3669
Portland, OR 97228

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

9836

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: June 28, 1985

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9836, On Site Work Substantially Completed August 28, 1984

All Work Completed April 19, 1985

Project Fishhawk Falls Hwy.-M.P. 35.80

Highway Nehalem

County Clatsop

Type of Work Paving

Contractor Western Mixing Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

July 5, 1985 - Surety letter written.

RECEIVED
JUN 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

4.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Fishhawk Falls-M.P. 35.80

WEEK ENDING: January 19, 1985

SECTION PREFIX: 004-1555

HIGHWAY: Nehalem

COUNTY: Clatsop

NAME OF JOB: Fishhawk Falls-M.P.35.80

KIND OF WORK: Paving

CONTRACTOR: Western Mixing Company

CONTRACT NUMBER: 9836

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 29, 1984

DATE WORK STARTED: July 9, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS
SPECIFIED CALENDAR DAYS 75

WORK DAYS USED
CALENDAR DAYS USED 55

SPECIFIED COMPLETION DATE: Sept 17, 1984

PERCENT OF TIME ELAPSED: 73

PROJECT AUTHORIZATION: $ 416,017

EXCLUSIVE OF ENGINEERING: $ 383,029

ENGINEERING AUTHORIZATION: $ 32,988

This week: 777

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 370,728

ENGINEERING COST TO DATE: $ 36,849

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2 %

PERCENT OF AUTHORIZATION: 109 %

DATE PROJECT WAS COMPLETED: August 28, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	BASE 3/4"-0 GRADING	OIL AND/OR PAVE. Chip Seal SURFACING	MAT'L. PROD. MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.60	6.60	6.60		6.60
MILES PARTIALLY COMPLETED	6.60	6.60	6.60		6.60
MILES COMPLETED	6.60	6.60	6.60		6.60
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,900cy	1,135tn	2,000cy		7,700tn
TOTAL QUANTITIES CORRECTED TO DATE	991cy	11,412tn	1,744cy		7,814tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	991cy	11,412tn	1,744cy		7,814tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Compl	Compl	Compl		Compl
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13		55		
MONDAY 14	Sunny	55		
TUESDAY 15	Sunny	55		
WEDNESDAY 16	Sunny	55		
THURSDAY 17	Sunny	55		
FRIDAY 18	Foggy	55		
SATURDAY 19		55		

CE..... CAE ..... RECEIVED LS.....TC.....
SA.....CC.....
COE..... OM.....
OE .... JAN 22 1985 FE.....CP.....
PQC.........
CA............
CAM .... CONSTRUCTION QCS............
EEO............ SECTION FILE............

CONTR. NO: 9836 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK** DATE: Jan. 19, 1985

SUNDAY 13	No activity.
MONDAY 14	No activity
TUESDAY 15	No activity
WEDNESDAY 16	No activity
THURSDAY 17	No Activity
FRIDAY 18	No Activity
SATURDAY 19	No activity

REMARKS

STATUS: The project work has been completed. The semi-final was submitted to Region for review January 15, 1985.
3rd notification recinded pending proper wage certifications.
This will be the last weekly report.

VISITORS: None

NEXT WEEK:
informational

SIGNED Walter Bart LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9836 102N

STATE OF OREGON INTEROFFICE MEMO

TO: J. H. Versteeg
Design Engineer

DATE: May 8, 1984

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: Fishhawk Falls Hwy. - M.P. 35.80
Section of the Nehalem Hwy.

Mike Huddleson of the Oregon Asphalt Paving Association called about the surfacing design for this project. He has complaints from one or two companies he represents. They can supply hot mix from their commercial operations. This project is set up for 2 inches of cold mix with a seal.

This section of highway is in poor condition, with high deflections. A dense-graded hot mix overlay would require at least 4 inches. The only thing close to the flexibility and durability of the cold mix would be 2 inches of an open-graded Class "B" mix. This would require lime or cement as an additive and would also require a seal.

The cost of the open-graded hot mix would be higher. The cost of lime, heating and higher asphalt cost would increase the cost of the 7,700 tons of mix by about $40,000, or ten percent of the total estimated cost. The reasons for using cold mix are that it will cost less and provide equal or slightly better service

There are plan holders, such as Western Mixing and J. C. Compton, that will bid the cold mix. There is a prospective material source listed on the plans. The total aggregate requirements for the project are about 15,000 tons.

A contractor can crush the material in our source or haul in the aggregates and produce the mix on the job. A portable pug mill can be moved onto the project and be set up in one or two days to produce cold mix.

I recommend that this project be bid as currently set up. If a hot mix alternate was set up and bid, the cost would probably exceed the budgeted amount.

JTS:js

cc: Frank Terpin

1 Versteeg ✓
Anderson
2 Adams
3 Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
MAY 9 1984
ROAD DESIGN SECTION

Do
Return
Bring Up
Action

81-125-1387

1D2

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Clatsop Co
Columbia Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Fishhawk Falls Hwy. - Pittsburg Jct.

REGION Metro REgion

SURVEY AUTHORITY Hwy 102

AUTHORIZATION NO. 1

PREFIX 00 -1555

DATE 1-3-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1,000	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT	0		916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	0		918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	100	
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT	100	100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		800	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING	0	
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION		1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING	0	
3 RIGHT-OF-WAY LIAISON	0		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	0		932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX	TOTALS	$26,000 / $ 9,400
FEDERAL AID PROJECT NUMBER	PREVIOUS AUTHORIZATION	$
	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

No decision has been made reference a material source. There is a source near the easterly end of the project. Commercial sources are at or near Seaside and Longview, Washington.

The DMS would like to have the contract worded in a manner that would allow increasing the material quantities should the actual bid be less than the engineer's estimate.

1 Versteeg ✓
Anderson
(cy) Adams
(cy) Macnab
2 Edwards
Turpin
3 Trout
(cy) Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PARED BY	DATE 12-23-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/7/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

10[illegible]44

SEE INSTRUCTIONS ON REVERSE

KEY ID #				
SECTION Fishhawk Falls Hwy.-Pittsburg Jct.			REGION Metro Region	
STATE HIGHWAY # 102	HIGHWAY NAME Nehalem		MILE POST FROM 29.20 TO 57.12	LENGTH 27.90
☐ URBAN ☒ RURAL	CITY N/A	COUNTY Clatsop & Columbia	ROAD/STREET NAME N/A	
ROUTE # 202	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) N/A		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$	GRADING	(✓)	-	FILES (#)	0
RIGHT OF WAY		$ 0	PAVING	(✓)	X	ACRES (#)	0
ROADWAY	$ 259		STRUCTURES	(✓)	-	RELOCATIONS (#)	0
STRUCTURES	$ -		SIGNING	(✓)	-	**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$ -		SIGNALS	(✓)	-	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ -		ILLUMINATION	(✓)	-	CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 20 ~~11~~					RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
30 ~~40~~% ENGINEERING & CONTINGENCIES	$ ~~79~~ 83		DESIGN CATEGORY	(1-7)	-	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 362 ~~349~~	WORK TYPE	(1-12)	-	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 84	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	Not Included	
SIGNALS (#)	0	0
BIKE PATH (Y/N)	0	0
AVERAGE DAILY TRAFFIC	820	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Intermittent areas of roadway are badly misshapen, alligatored, rough, etc. Normal maintenance patching is inadequate to retain present condition.

PROPOSED SOLUTION

An intermittent 2-inch overlay to correct areas which have the worst surface condition.

REQUESTED, REGION ENGINEER	DATE 1-3-84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PR[illegible]ECT REQUEST (Cont.)

10[illegible]

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Fishhawk Falls Hwy.-Pittsburg Jct.

REGION Metro Region

PROJECT JUSTIFICATION

This request will only partially rectify the deteriorated condition of this highway. However, it will prolong the useful life.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS 10244

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Fishhawk Falls Hwy.-Pittsburg Jct.

REGION: Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS		NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY				
ACQUISITIONS		RELOCATIONS		
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)	
0	0	0	0	
RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)

UTILITIES | (LIST BELOW)

COMPANIES: None

DESIGN SPEED

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							11-13	x	11-13							
							11-13		11-13							

PROPOSED

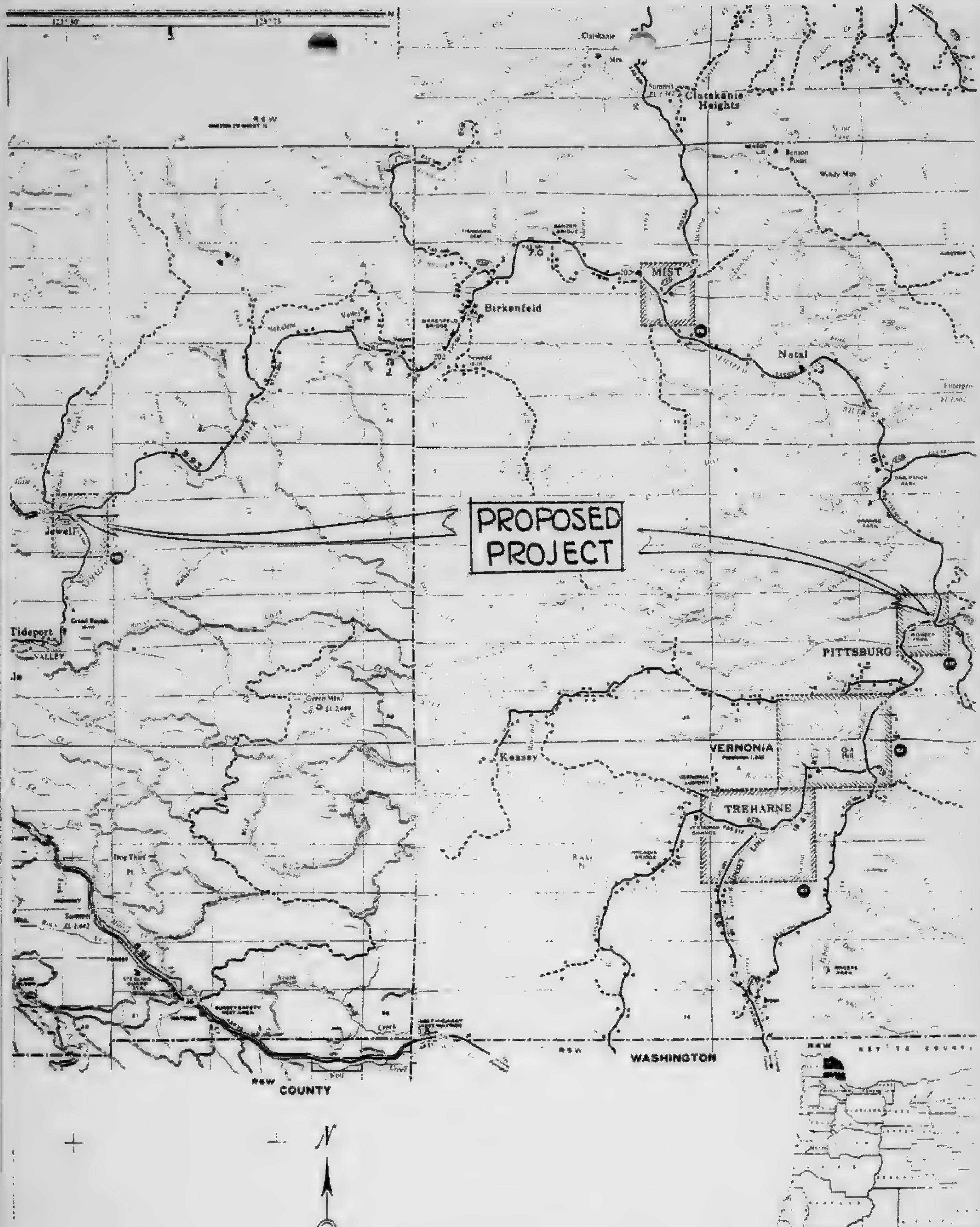
SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
2-inch overlay		X			

STRUCTURE DATA N/A

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
IDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)


123°30'
123°25'
Clatskanie
Mtn.
Summit
Clatskanie Heights
R6W
Benson Point
Windy Mtn.
MIST
7.0
Birkenfeld
Nehalem
Valley
Natal
Enterprise
Jewell
PROPOSED
PROJECT
Tideport
Grand Rapids
PITTSBURG
Green Mtn.
VERNONIA
Keasey
VERNONIA AIRPORT
TREHARNE
Dog Thief Pt.
Summit
Ruby Pt
ARCADIA BRIDGE
R5W
WASHINGTON
R6W
COUNTY
N

1984 8th Street-12th St.,(Bend) 9837
Sec., Central Oregon Hwy.
(paving)

9821

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-59	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Deschutes
MODIFICATION NUMBER 2		Project Number HES-21-3(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 23, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 41,634.00	$ 35,500.00
Federal funds	$ 37,470.00	$ 31,950.00
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of JAN, 19 89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 13, 1989

Federal-aid Project No. HES-21-3(12)

8th St.-12th St. (Bend) Section
Central Oregon Highway
Deschutes County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Total as shown on estimate of 6-29-84		$ 2,700.00
	Total	$ 2,700.00

Type Code I000
Roadway (Sta. 22+15 to 35+25)

Subtotal as shown on estimate of 6-29-84		$ 38,934.00
	Const. Decrease Costs	(6,134.00)
	Total	$ 32,800.00

Length of Roadway ---------------- 0.248 mi.

SUMMARY OF FUNDS (90%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
P.E.	141	$ 2,700.00	$ 2,430.00	$ 270.00
Roadway	141	32,800.00	29,520.00	3,280.00
TOTAL		$ 35,500.00	$ 31,950.00	$ 3,550.00

Sub. Job 010 = 43%; Sub. Job 011 = 57%
Contract No. 9,837
Prefix: C009-1932 (P.E.)
C09837

DDB:bkw

9137

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-29		State Oregon
PROJECT REPORT NUMBER		County Deschutes
MODIFICATION NUMBER 1		Project Number HES-21-3(12)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 10, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,700.00	$ 41,634.00
Federal funds	$ 2,430.00	$ 37,470.00
Other revisions		

This modification is made for the following reasons: to include the construction contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of July, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 29, 1984

Federal-Aid Project No. HES-21-3(12)

8th Street-12th Street (Bend) Section
Central Oregon Highway
Deschutes County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	Lump Sum	All	Lump Sum	$ 2,700.00
			Total	$ 2,700.00

Type Code I000
Roadway (Sta. 22+15 to Sta. 35+25)

Mobilization	Lump Sum	All	Lump Sum	$ 1,400.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,000.00
Temporary Signs	Sq. Ft.	177	8.00	1,416.00
Temporary Barricades	Each	10	95.00	950.00
Flaggers	Hour	90	11.00	990.00
Class "C" Asphalt Concrete	Ton	20	45.00	900.00
Class "E" Asphalt Concrete	Ton	430	37.00	16,125.00
Emulsified Asphalt in Seal Coat	Ton	15	265.00	3,975.00
Aggregate in Seal Coat	Ton	90	12.00	1,080.00
Extra for Asphalt Approaches	Each	8	100.00	800.00
				$ 28,636.00

Anticipated Items

Permanent Pavement Striping	Lump Sum	All	Lump Sum	$ 2,700.00
Temporary Pavement Striping	Lump Sum	All	Lump Sum	800.00
City of Bend				868.00
				$ 4,368.00
			Subtotal	$ 33,004.00
			Engineering	4,785.00
			Total	$ 37,789.00

Length of Roadway	0.248 mi.
Cost of Roadway Per Mile	$ 152,375.00

Retain in Reserve

Permanent Signing	Lump Sum	All	Lump Sum	$ 1,000.00
			Subtotal	$ 1,000.00
			Engineering	145.00
			Total	$ 1,145.00

Summary of Funds (90%)

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 2,700.00	$ 2,430.00	$ 270.00
Roadway	37,789.00	34,010.00	3,779.00
Retain in Reserve	1,145.00	1,030.00	115.00
Total	$ 41,634.00	$ 37,470.00	$ 4,164.00

Group 1	100%
Contract No.	9837
Prefix:	9-1932 P.E.
Prefix:	9-1038

CL:bkb

September 8, 1986

CON 5 - #9837

Heritage Insurance Co. of America
c/o Surety Insurance Services, Inc.
P.O. Box 21308
Seattle, WA 98111

On September 2, 1986, we wrote to you concerning release of final payment on Contract No. 9837 for work on the 8th Street-12th Street (Bend) Section of the Central Oregon Highway in Deschutes County.

Final payment on this contract is $935.35 and the total contract amount is $23,456.08. No work was performed under force account.

George Bell
Assistant Director

cgc

cc: Mid-Oregon Ready Mix
P.O. Box 519
Redmond, OR 97756

bc: C.O. Fredrickson
Walt Hart
Dale Allen

9837

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9837

TO: Commission Services

DATE: August 5, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9837, On Site Work Substantially Completed September 11, 1984

All Work Completed	April 18, 1986
Project	Eighth Street-Twelfth Street (Bend)
Highway	Central Oregon
County	Deschutes
Type of Work	Paving
Contractor	Mid-Oregon Ready Mix

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
AUG 8 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: May 21, 1986

In Reply Refer to File No.:
CON 5
9837

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-21-3(12)

Contract 9837, Work Completed September 11, 1984

Project 8th Street-12th Street (Bend)

Highway Central Oregon

County Deschutes

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 8, 1986

G.K. Hossner
fr Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JUL 11 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

L. W. RULIEN

BMW:11

cc: L. Rulien
C. O. Fredrickson
Dale Allen
B. M. Walton

CPC/FL4

RECEIVED
MAY 22 1986
OREGON DIVISION

734-2023 (2-85)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

December 23, 1985
IN REPLY REFER TO
HFO.4/5-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
DEC 26 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

WES
w/enc
TAA

Orig. to
12/2

Dear Mr. Rulien:

Oregon Project HES-21-3(12)
8th St. - 12th St. (Bend) Section
Central Oregon Highway
Order for Force Work

Your December 16, 1985 request for the use of State Forces to repair ravelling of the Class E asphalt concrete pavement on this project has been reviewed.

This work is considered to be pavement maintenance because of the significant time interval between the initial placement of the pavement and the patching work. As such, the work is not eligible for Federal-aid funding.

We are returning Order for Force Work No. 6 to you, not approved.

Sincerely yours,

Dale E. Wilken
Division Administrator

Enclosure
ltr & Order for Force Work, OSHD to FHWA, 12-16-85

cc:
OSHD (C. O. Fredrickson, Const)
OSHD (G. Potter, Program)

P

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces	FUNCTION NO. ("SFO") ORDER NO. 102 — 26
PROJECT NAME (SECTION) 8th Street 12th Street (Bend)	CONTRACT NO. 9837
HIGHWAY Central Oregon — COUNTY Deschutes	PREFIX 9-1038
	F.A. PROJECT NO. HES 21-3~~0~~(12)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Roto-mill and plug raveling pavement

Throughout Project

ESTIMATE OF QUANTITIES AND COSTS:

Effective date of authorization for work 9-11-85

Labor:	$ 600.00
Equipment:	367.00
Materials:	200.00
Total:	$1167.00

EXPLANATION:

Areas of raveling pavement and vehicle chain damage require patching to provide an even surface for the safety of the traveling public.

SUBMITTED BY Jerry Thackery TITLE	DATE 9/5/85	APPROVAL RECOMMENDED OR APPROVED BY REGION S H Macnab	DATE 9-6-85
APPROVAL RECOMMENDED BY Jerry Thackery TITLE Jerry G. Thackery Project Manager	DATE 9/5/85	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC Harold Kimes	DATE SEP 11

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS

TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting

HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION): 8th. St. -12th. St.

CONTRACT NO.: 9837

HIGHWAY: Central Oregon

COUNTY: Deschutes

PREFIX: 9-1038

NET EFFECT OF ORDER ON PROJECT INCREASE DECREASE: $1,167.00

PROJECT AUTHORIZATION: $39,658.22

EST. PROJECT COST WITH ORDER: $ 34,540.00

OVERRUN: %

F.A. PROJECT NO. 3(12) HES 21-3(12)

ESTIMATED STARTING DATE*: Sept. 18, 1985 OR

DATE WORK WAS STARTED*:

WORK OR CHANGE IS SUBSTANTIAL? ☐ YES ☐ NO

TO ACCOMPANY (ORDER TYPE AND NUMBER): SFO 5 & 6

SUBMITTED TO REGION BY PROJECT MANAGER (SIGN): Jerry Thackery DATE 9/5/85 FOR ☐ REVIEW ☒ APPROVAL

SUBMITTED TO CONSTRUCTION BY REGION (SIGN): S H Macnab DATE 9-6-85 FOR ☐ REVIEW ☒ APPROVAL

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

Steve Macnab BY Tom Eiguren DATE July 1985

Dale Allen BY Tom Eiguren DATE July 1985

BY DATE

BY DATE

APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM*—

Steve Macnab BY Jerry Thackery DATE Aug. 23, 1985

BY DATE

BY DATE

WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA—

David Carter BY Jerry Thackery DATE Sept. 4, 1985

FHWA TENTATIVE APPROVAL OBTAINED FROM— BY DATE

FOR "PRICE AGREEMENTS"—

"COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☒ YES ☐ NOT APPROPRIATE

"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☒ YES ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section): BY DATE

APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section): BY DATE

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders".)—

This work will repair areas that pavement has raveled and the damage done by tire chains of large trucks during the past winter. This will provide a smoother surface and help protect against further deterioration of roadway.

S.F.O. # 5 will be back charged against the contractor, who failed to perform the needed corrective work. This will be accomplished through a price agreement that will be prepared at the conclusion of the corrective work

S.F.O. # 6 is being done in conjunction with S.F.O. #5. This portion of the corrective work will not be back charged to the contractor. The reason being that ravel from tire chains is a wide spread problem with "E" mix.

☐ CONTINUED ON ADDITIONAL SHEET(S)

*EXCEPT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL(S).

734-1882 (REV. 10-82)

Submit Original to Construction Section

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-21-3(12)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40173

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 25 '85
REFER TO
Potter

7. DATE AUTHORIZATION EFFECTIVE June 18, 1984

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:
8th Street - 12th Street (Bend) Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter dated 10-1-85 and contingent upon modification of Project Agreement if additional funds are required, I approve the revised costs for the City of Bend water facilities relocation for $1,149; Federal Funds $1,033.

14. DATE 10/17/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 1, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

RECEIVED
STATE HWY ENGR
OCT 3 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
Water Facilities Relocation
City of Bend
8th St. - 12th St. (Bend) Section
Central Oregon Highway
Deschutes County
Project No. HES-21-3(12)

Reference is made to my letter of June 12, 1984 which submitted an estimate of cost for the relocation of the City of Bend's water facilities and to your Letter of Approval and/or Authorization, dated June 18, 1984 which approved participation in the estimated cost of $868. Copies of my letter and your PR-1240 are attached.

The relocation of the water facilities has been completed and a final billing of cost, in the amount of $1,148.62, received. The final cost of $1,148.62 exceeds the estimated cost of $867.18 by $281.44 or 32.45%. The City of Bend, in a letter dated March 22, 1985, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The City of Bend has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $1,148.62 is requested.

JMC:jr
attachments

cc: ✓E. S. Hunter
Jack M. Cartwright
Rose Wickham
R. O. Havig

Form 734-3122

1 31 1

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION 8TH STREET - 12TH STREET (BEND)	WEEK ENDING March 2, 1985	
	SECTION PREFIX 9-1038	
HIGHWAY CENTRAL OREGON	COUNTY DESCHUTES	
NAME OF JOB 8TH STREET - 12TH STREET (BEND)	KIND OF WORK PAVING	
CONTRACTOR MID-OREGON READY MIX	CONTRACT NUMBER 9837	FEDERAL AID PROJECT NUMBER HES-21-3(12)
DATE OF CONTRACT JUNE 22, 1984	DATE WORK STARTED	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 15	CALENDAR DAYS USED 5
PROJECT AUTHORIZATION: $ 39,658.22	SPECIFIED COMPLETION DATE SEPTEMBER 30, 1984	PERCENT OF TIME ELAPSED 33
EXCLUSIVE OF ENGINEERING: $ 36,194.62	ENGINEERING AUTHORIZATION $ 3,463.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 36,194.62	ENGINEERING COST TO DATE $ 4,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 116 %	DATE PROJECT WAS COMPLETED: September 11, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	'E' AC	'C' AC

	GRADING	SURFACING	MAINTENANCE MATERIALS	PAVING	PAVING
MILES IN PROJECT				.25	
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)				430 T	20 T
TOTAL QUANTITIES CORRECTED TO DATE				408	66
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				408	66
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				Semi-final submitted to region Friday, March 1, 1985.
SATURDAY				F

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project complete. No more activity sheduled.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Next week: Submit semi-final to region this week.

Status: Seal coat has been deleted and will be completed by state forces next year. Contractor has asphalt rich areas to remove.

SIGNED Jerry Thackery LOCATION BEND

Jerry Thackery

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9157

rll

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-21-3(12)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Deschutes
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40173
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/21/84
8. FEDERAL ROUTE NUMBER Primary 21
9. STATE ROUTE NUMBER Primary 7
10. GENERAL LOCATION:
8th Street - 12th Street (Bend) Section
11. GENERAL DESCRIPTION OF WORK
Adjust grates for drainwell
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/21/84 as requested in Mr. Fredrickson's letter of 11/2/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $500; Federal Funds $450.

Orig to
11/27

RECEIVED
STAT HWY ENGR
NOV 27 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 11/26/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9x-1

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
GENERAL COUNSEL DIVISION
113 Transportation Building
Salem, Oregon 97310
Telephone: (503) 378-4259

September 14, 1984

Heritage Insurance Company of America
c/o Surety Insurance Service, Inc.
P.O. Box 21308
Seattle, WA 98111

Re: Contract #9837

This is to advise you that the federal government has forwarded a tax levy to the Highway Division in the amount of $83,253.64 on existing contracts of Mid-Oregon Ready Mix. There has also been one garnishment from a commercial garnishment agency in the amount of $1,430.36 which was returned because there were no monies yet due under this contract. We are placing you on notice of this matter because of the Assignment to Chevron U.S.A., Inc., P.O. Box 220, Seattle, WA 98111 of $20,000 due under this contract. Between the tax levy, the garnishments, and the assignment, there is certainly not enough money to pay the contractor.

Should you have any questions regarding this matter, you may call me at (503) 378-4259.

Sincerely,

JACK L. SOLLIS
Assistant Attorney General

JLS:skn

cc: Jan Peterson
Robert Gormsen

NOTED ON CARD
9/12/84

rll

+

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-21-3(12)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40173

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/18/84

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:

8th Street - 12th Street (Bend) Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 6/12/84 and contingent upon modification of Project Agreement if additional funds are required, you are authorized to proceed with the actual adjustments to the City of Bend's water facilities relocation on an actual cost basis estimated to be $868; Federal Funds $781.

I approve the Agreement with the City of Bend.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JUN 22 '84
REFER TO Potter
FOR
Info | Inves | R/O | D/R | Sign | Act | File

Orig. to
6/22

14. DATE 6/18/84

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

RECEIVED
STATE HWY ENGR
JUN 14 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

June 12, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: for Wayne [illegible]
Gary A. Potter
Manager, Program Section

SUBJECT: Water Facilities Relocation
City of Bend
8th St.-12th St. (Bend) Section
Central Oregon Highway
Deschutes County
Project No. HES-21-3(12)

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to adjust the City of Bend's water facilities received June 4, 1984.

A certification prepared by Richard O. Havig as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the City dated April 24, 1984, was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will not be issued, as facilities occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and crossings.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $868.

JMC/GAP/nv
Enc
cc: E. S. Hunter
J. M. Cartwright
R. O. Havig

rll 9837

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-21-3(12)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40173

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 6 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Adj | File

7. DATE AUTHORIZATION EFFECTIVE 5/23/84

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:
8th Street - 12th Street (Bend) Section

11. GENERAL DESCRIPTION OF WORK
Paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown on your "PS&E" Estimate dated 5/16/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 5/21/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $41,691, Federal Funds $37,376.

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 5/23/84

15. SIGNATURE OF APPROVING OFFICIAL G K Hosner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9837 +

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-21-3(12)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40173

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/20/84	8. FEDERAL ROUTE NUMBER Primary 21	9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:
8th Street - 12th Street (Bend) Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $2,700 FF $2,430

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Potter's letter of 3/9/84.

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR
Info | Instr | R/D | D/R | Sign | Act

[illegible] 3/29

14. DATE 3/20/84

15. SIGNATURE OF APPROVING OFFICIAL Robert B. Hathaway

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

9/2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 9, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
G. A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 40173
Project No. HES-21-3(12)
8th Street-12th Street (Bend) Section
Central Oregon Highway
Deschutes County

Attached data consists of PR-1 forms with project maps, Narrative Report, Safety Priority Index System data sheets, Right of Way map and sketch map.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $2,700 with an obligation of $2,430 in Federal funds.

DRH:pf
Attachment

cc: L. E. George
D. D. Allen, Region 4
General Files

Form 734-3122

9837

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: February 21, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
8th Street - 12th Street Section Central Oregon Highway

Region 4 has requested a project to overlay and restripe the subject section of the Central Oregon Highway to provide left turn channelization.

Construction will be by contract with State Forces performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	8th Street-12th Street (Bend) Section Central Oregon Highway Deschutes County	$26,000	$23,400	$2,600

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. GEORGE - TRAFFIC ENGINEER

NOTED
L E GEORGE

APPROVED:

H S Coulter
State Highway Engineer

DATE: 2/22/84

RECEIVED
STATE HWY ENGR
FEB 22 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

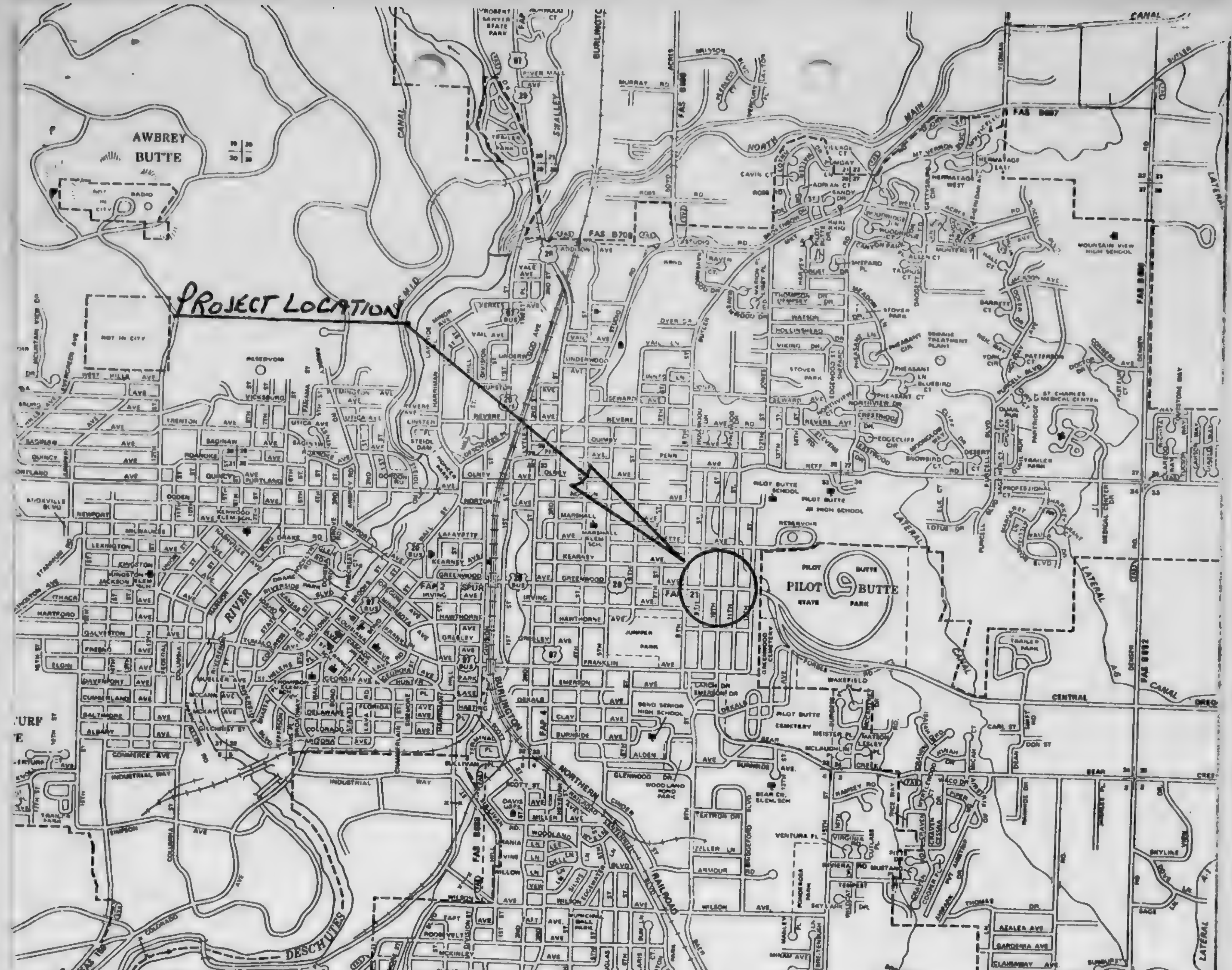
cy -
Acctg.
George
File
2-22-84

RECEIVED
FEB 23 1984
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

NOTED BY
D. R. WEAVER

25-1387


AWBREY BUTTE
PILOT BUTTE STATE PARK
DESCHUTES RIVER
CANAL
NORTH MAIN
BURLINGTON NORTHERN RAILROAD
CENTRAL
OREGON
LATERAL
PILOT BUTTE SCHOOL
PILOT BUTTE JR HIGH SCHOOL
BEND SENIOR HIGH SCHOOL
MOUNTAIN VIEW HIGH SCHOOL
ST CHARLES MEDICAL CENTER
JUNIPER PARK
PILOT BUTTE CEMETERY
BEND YARD
BEND GOLF COURSE
N

PROJECT LOCATION

BEND
DESCHUTES COUNTY, OREGON

9857 7N

PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

DESCHUTES Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#	02106
REGION	4

SECTION: 8th Street--~~East City Limits~~ 12th Street (Bend)

CENTRAL OREGON HWY #7

SURVEY AUTHORITY

AUTHORIZATION NO.	PREFIX	DATE
1	009-1932	2-17-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 2,700
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
HES-21-3(12)

LOCATION ENGINEER'S REMARKS

1 Verstoep ✓
Anderson
cy Ard Adams
cy
an 2 Fliege
3 Trout
4 Wakerlig

RECEIVED
ROAD DESIGN SECTION

Approved by State Hwy Engr. 2-22-84

PREPARED BY	DATE 2/3/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/27/84
RECOMMENDED, REGION ENGINEER X Ralph D Allen	DATE 2/3/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E S Hunter	DATE 2-24-84
RECOMMENDED, LOCATION ENGINEER X [illegible]	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02106

SECTION 8th Street-- 12th Street ~~East City Limits~~ (Bend)	REGION 4

STATE HIGHWAY # 7	HIGHWAY NAME Central Oregon	MILE POST FROM 0.9 TO 1.11	LENGTH 0.21
☒ URBAN ☐ RURAL	CITY Bend	COUNTY Deschutes	ROAD/STREET NAME
ROUTE # U.S. 20	FEDERAL AID # 21	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 2.	GRADING (✓)		FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 21 ~~19.~~		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)	X	**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 2 ~~1.~~		Striping	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
20% ~~10%~~ ENGINEERING & CONTINGENCIES	$ 5 ~~4~~		DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 28 ~~24.~~	WORK TYPE (1-12)	6	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ ~~26.~~				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4 /84	RECOMMENDED FUNDING SOURCE HES	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	5
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	10,000	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Left turn movements are becoming more difficult because of the increasing traffic volume.

PROPOSED SOLUTION

Place thin overlay, stripe and sign for the addition of a continuous left turn lane.

REQUESTED, REGION ENGINEER X Dale D Allen	DATE 2/3/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION 8th Street--~~East City Limits~~ 12th Street (Bend)	KEY ID # 02106
	REGION 4

PROJECT JUSTIFICATION

This is a project originated by the Salem Traffic Section.

The thin overlay is believed to be the best way to eliminate the existing stripes because of the alligatored condition of the surfacing. It should also increase the life of the pavement to some degree.

With completion of this project, there will be a continuous left turn lane from U. S. 97 to Twelfth Street where the four lanes end.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02106

SECTION 8th Street--~~East City Limits~~ 12th Street (Bend)

REGION 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	Y

DESIGN SPEED 35

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
		C		10		12	12	*	12	12		10		C		
		C		3		12	12	14	12	12		3		C		

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Asphalt concrete		3/4 inch			

STRUCTURE DATA

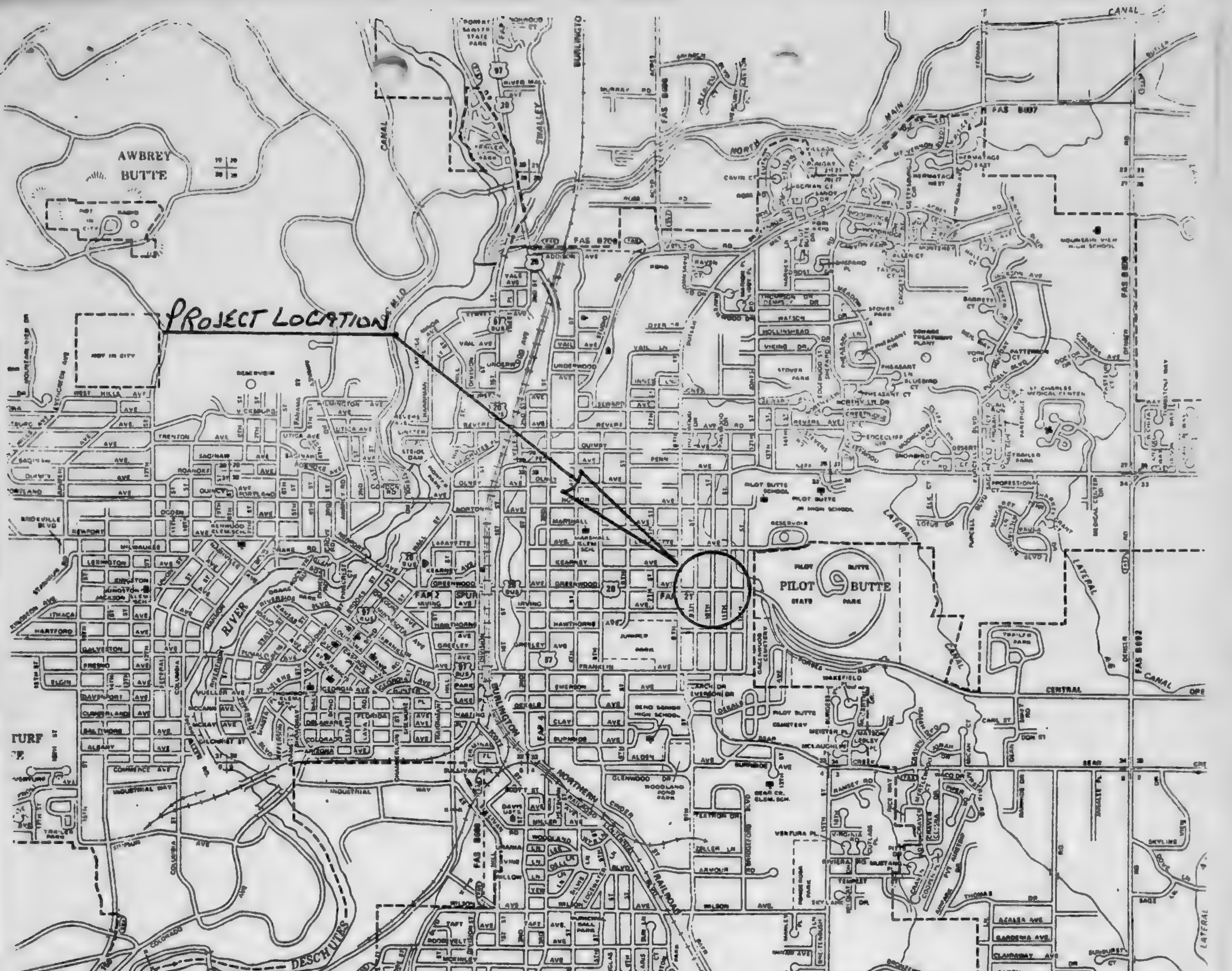
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)


PROJECT LOCATION
AWBREY BUTTE
PILOT BUTTE STATE PARK
PILOT BUTTE
DESCHUTES
RIVER
NORTH
MAIN
CANAL
CENTRAL
NORTHERN
RAILROAD
BURLINGTON
OREGON
LATERAL
N
BEND
DESCHUTES COUNTY, OREGON

1984 Umpqua R.(Reedsport) Br., 9838
Cape Cr.Br.Secs., Ore. Coast Hwy.
(bridge repair)

9831

1c

J

U. S. DEPARTMENT OF TRANSPORT[illegible]ON
FEDERAL HIGHWAY ADMINIST[illegible]ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BHF-2-3(15)

2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50136

2A. COUNTY NAME Lane

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE April 13, 1988

8. FEDERAL ROUTE NUMBER FAP 2

9. STATE ROUTE NUMBER 9

10. GENERAL LOCATION:
Cape Creek Bridge

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Gilmour's letter of 4/7/88 we approve the revised Preliminary Engineering costs to a TEC of $127,110; Federal Funds $101,688.

(Increase TEC $98,410; Federal Funds $78,728)

RECEIVED
STATE HWY ENGR
APR 22 '88
REFER TO
Gilmour
FOR

[illegible]	[illegible]	R/D	D/R	Sign	Act	File

Orig to
4/25

14. DATE 4/19/88

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9831

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Date: April 7, 1988

In Reply Refer to File No.: PRO

To: Dale E. Wilken
Division Administrator
Federal Highway Administrator

From: Cam Gilmour, Manager
Program Section

Subject: Project No. BHF-2-3(15)
Cape Creek Brdige Section
Lane County

I request approval to adjust the estimated preliminary engineering costs to more accurately reflect the project work, based upon the attached justification.

The adjusted preliminary engineering costs for (ALL PHASES) are $127,110.00, with federal funds of $101,688.00.

Approval of this will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR-2A).

DDB:jc
Attachment
cc: Paul Singer (C020-1953)
Region (3) Federal Aid Specialists
General Files

August 7, 1985

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9838

Contract No. 9838 awarded to Stach Construction Company, Inc. for repair of the Umpqua River Bridge and Cape Creek Bridge of the Oregon Coast Highway in Douglas and Lane Counties was completed on February 6, 1985 and accepted by the State Highway Division on July 25, 1985.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before August 12, 1985.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

zs

cc: Stach Construction Company, Inc.
P. O. Box 730
Grants Pass, OR 97526

Kingrey, Price & Duyck Insurance
P. O. Box 784
Springfield, OR 97477

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix (Roseburg)

9838

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: July 25, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9838, On Site Work Substantially Completed October 31, 198~~5~~4

All Work Completed February 6, 1985

Project Umpqua River (Reedsport) Br. & Cape Cr. Br.

Highway Oregon Coast

County Douglas and Lane

Type of Work Bridge Repair

Contractor Stach Construction Co., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8/7/85 surety letter written. zs

Noted
RGormsen

RECEIVED
AUG 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

[illegible]

Report # 30 t

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Umpqua River (Reedsport) Br. & Cape Cr. Br.	WEEK ENDING January 12, 1985
		SECTION PREFIX 10-4223
	HIGHWAY Oregon Coast	COUNTY Douglas & Lane
NAME OF JOB Umpqua River (Reedsport) Br. & Cape Cr.	KIND OF WORK Bridge Repair	
CONTRACTOR Stach Construction Co., Inc.	CONTRACT NUMBER 9838	FEDERAL AID PROJECT NUMBER STATE
DATE OF CONTRACT June 20, 1984	DATE WORK STARTED July 31, 1984	ESTIMATED COMPLETION DATE Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	WORK DAYS USED N/A
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED N/A
PROJECT AUTHORIZATION: $ 86,733.75	SPECIFIED COMPLETION DATE Oct. 31, 1984	PERCENT OF TIME ELAPSED N/A
EXCLUSIVE OF ENGINEERING: $ 79,158.75	ENGINEERING AUTHORIZATION $ 7,575.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 77,516.00	ENGINEERING COST TO DATE $ 11,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: Overrun 3 %	This Office 9,700.00 PERCENT OF AUTHORIZATION 125 %	DATE PROJECT WAS COMPLETED: October 31, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	(Umpqua) 1822J	(Cape Creek) 1113C						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		N/A		First Notification - 7/31/84
MONDAY				Second Notification - 10/31/84
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE F CAE .... RECEIVED LS ...... TC ......
COE .... OM .... SA ...... CC ......
OE .... JAN 15 1985 FE ...... CP .....
CA .... PUC .. ..
CAM .... CONSTRUCTION OCS ....
EEO..... .... SECTION FILE. ....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

1/6/85 SUNDAY	
1/7/85 MONDAY	No Activity this week.
1/8/85 TUESDAY	
1/9/85 WEDNESDAY	
1/10/85 THURSDAY	
1/11/85 FRIDAY	
1/12/85 SATURDAY	

REMARKS

First Notification - 7/31/84.

Second Notification - 10/31/84.

Semi-final submitted on 1/7/85.

This will be the last report.

SIGNED D. W. Greene, Project Manager LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

9838

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BHF-2-3(15)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50136

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

copies to
KLT
Trout
Oakes
Region 3
J Ayres

12-18-84 ch.

7. DATE AUTHORIZATION EFFECTIVE 12/11/84

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Cape Creek Bridge No. 01113-009-17835

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
xx☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage & utility preparatory work
TEC $28,700
FF $22,960
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 12/3/84 subject to assurance that a SR of 80+ will be obtained by proposed experimental concete rehabilitation.

1 Vetter
4 [illegible]
4 And
2 Edwards E
5 Trout
3 Wehring SH

RECEIVED DEC
ROAD DESIGN SECTION

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
DEC 1 9 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

14. DATE 12/17/84

15. SIGNATURE OF APPROVING OFFICIAL D.K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1838

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

LANE Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION ~~OREGON COAST HWY.~~ - Cape Creek Bridge, No. 1113

REGION 3

Hwy #9 SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 20-1953

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		800	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		20,000	921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		200
910 REGION GEOLOGIST	-		924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 28,700
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BHF-2-3(15)

LOCATION ENGINEER'S REMARKS

This authority is to prepare plans, estimates, and specifications for a contract to rehabilitate Cape Creek Bridge.

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RECEIVED
[illegible] SECTION

O.T.C. APPROVAL 10/9/84

PREPARED BY Duane Kirby	DATE 8/17/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 11/7/84
RECOMMENDED, REGION ENGINEER X	DATE 8/22/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 11/5/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12/11/84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #	02602
REGION	-3-

SECTION ~~Oregon Coast Hwy.~~ Cape Crk Br. No. 1113

STATE HIGHWAY # 9	HIGHWAY NAME Oregon Coast	MILE POST FROM 178.29 TO 178.41	LENGTH 0.12
☐ URBAN ☒ RURAL	CITY	COUNTY Lane	ROAD/STREET NAME
ROUTE # 101	FEDERAL AID # FAP 2	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 40	GRADING (✓)		FILES	(#)	0
RIGHT OF WAY		$	PAVING (✓)		ACRES	(#)	0
ROADWAY	$		STRUCTURES (✓)	X	RELOCATIONS	(#)	0
STRUCTURES	$ 500		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 50				RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 220		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 770	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER	
TOTAL ESTIMATE		$ 810					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1 / 86	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1986

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	3100	3400
YEAR OF AVERAGE DAILY TRAFFIC	1985	1986

DEFINE THE PROBLEM

The structure has spalled concrete and rusty exposed rebar.

This area has a salt environment and is close to the ocean.

PROPOSED SOLUTION

Experimental concrete rehabilitation to repair and seal remaining structural integrity.

REQUESTED, REGION ENGINEER X	DATE 8/22/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1811 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02602

SECTION ~~Oregon Coast Highway~~ - Cape Creek Bridge No. 1113

REGION 3

PROJECT JUSTIFICATION

Structure has considerable spalling concrete and rusty rebar that is exposed.

Architecture and construction of this classic coastal arch structure would mean a prohibitively expensive replacement. All effort must be expended to rehabilitate before it is too late.

Note: This structure is on the historical bridge list at this date.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # [illegible]

SECTION ~~Oregon Coast Hwy.~~-Cape Creek Bridge No. 1113

REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	Y	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	Y	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS		OLD (#) 0	NEW (#) 0

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

UTILITIES 2 (LIST BELOW)

COMPANIES

Power - Central Lincoln PUD

Telephone - PNB

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							13.5'	×	13.5'							
							13.5'		13.5'							

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	619'	36.25'	454.000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 11/5/84

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02602

SECTION CAPE CREEK BRIDGE NO. 1113

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

The proposed rehabilitation work would be within existing right-of-way.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

There will be no change in land use. The proposed project is within existing highway right-of-way.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The work will be below deck so impact on traffic flow should be minor.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Care will be taken to avoid impact on Cape Creek, which has anadromous fish runs.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

Park land is adjacent to the bridge, both upstream and down, so care will be taken to avoid impacts to the park. The subject structure is a National Register eligible bridge, but proposed repairs will be beneficial.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The creek and the park must be protected from construction impacts.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

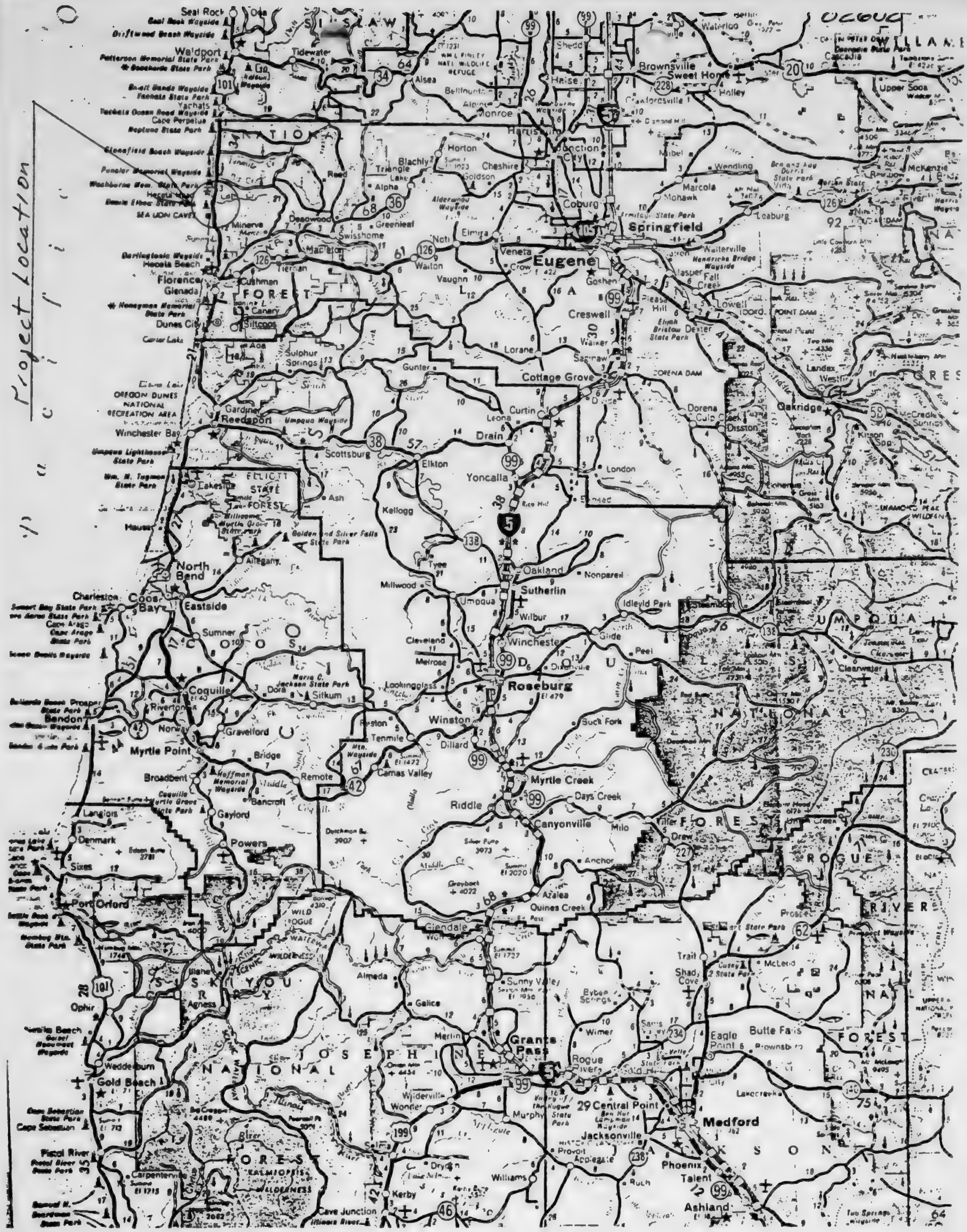
The project qualifies as a statewide categorical exclusion, but it is situated in a very sensitive environment so special impact precautions will be taken.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Duane Kirby	440-3399	NOV 21 1984

734-1913 (7-82)

02604


Project Location
Seal Rock
Waldport
Yachats
Cape Perpetua
Heceta Head
Sea Lion Caves
Florence
Glenada
Dunes City
Siltcoos
Gardiner
Reedsport
Winchester Bay
Lakeside
North Bend
Coos Bay
Charleston
Eastside
Coquille
Bandon
Myrtle Point
Powers
Port Orford
Gold Beach
Pistol River
Tidewater
Alsea
Monroe
Harrisburg
Junction City
Coburg
Eugene
Springfield
Brownsville
Sweet Home
Veneta
Elmira
Mapleton
Swisshome
Deadwood
Cottage Grove
Creswell
Lowell
Oakridge
Drain
Yoncalla
Elkton
Scottsburg
Oakland
Sutherlin
Winchester
Roseburg
Winston
Myrtle Creek
Riddle
Canyonville
Glendale
Grants Pass
Rogue River
Central Point
Medford
Jacksonville
Phoenix
Talent
Ashland
Cave Junction
Kerby
Selma
Agness
Eagle Point
Butte Falls
Shady Cove
Prospect
Glide
Idleyld Park
Camas Valley
Remote
OREGON DUNES NATIONAL RECREATION AREA
ELLIOTT STATE FOREST
SIUSLAW NATIONAL FOREST
UMPQUA NATIONAL FOREST
ROGUE RIVER NATIONAL FOREST
SISKIYOU NATIONAL FOREST
KALMIOPSIS WILDERNESS
101
126
38
42
5
99
199
62
230
64

4838

9

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

November 14, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Project Environmental Classification Request
Cape Creek Bridge #1113
Oregon Coast Highway
Lane County
BHF-2-3(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
November 26, 1984

cc: J. B. Boyd (3)
J. H. Versteeg(4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Unit
Kit Leshk
Ron Noble
General Files
Jim Gix
Duane Kirby
Gerald Parker
Larry Asburry
Don Keyes (8)

CMG:dm

Attachments (4)

Rich R. Small 11/21/84
For Division Administrator Date
Federal Highway Administration
Salem, Oregon

1 Versteeg ✓
Anderson
14 Adams
14 Macnab
2 Edwards
Terpin
97 Trout
3 ~~Wakerly~~ S
Strom

RECEIVED
NOV 27 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT E RONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02602

SECTION
CAPE CREEK BRIDGE NO. 1113

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

The proposed rehabilitation work would be within existing right-of-way.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

There will be no change in land use. The proposed project is within existing highway right-of-way.

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☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

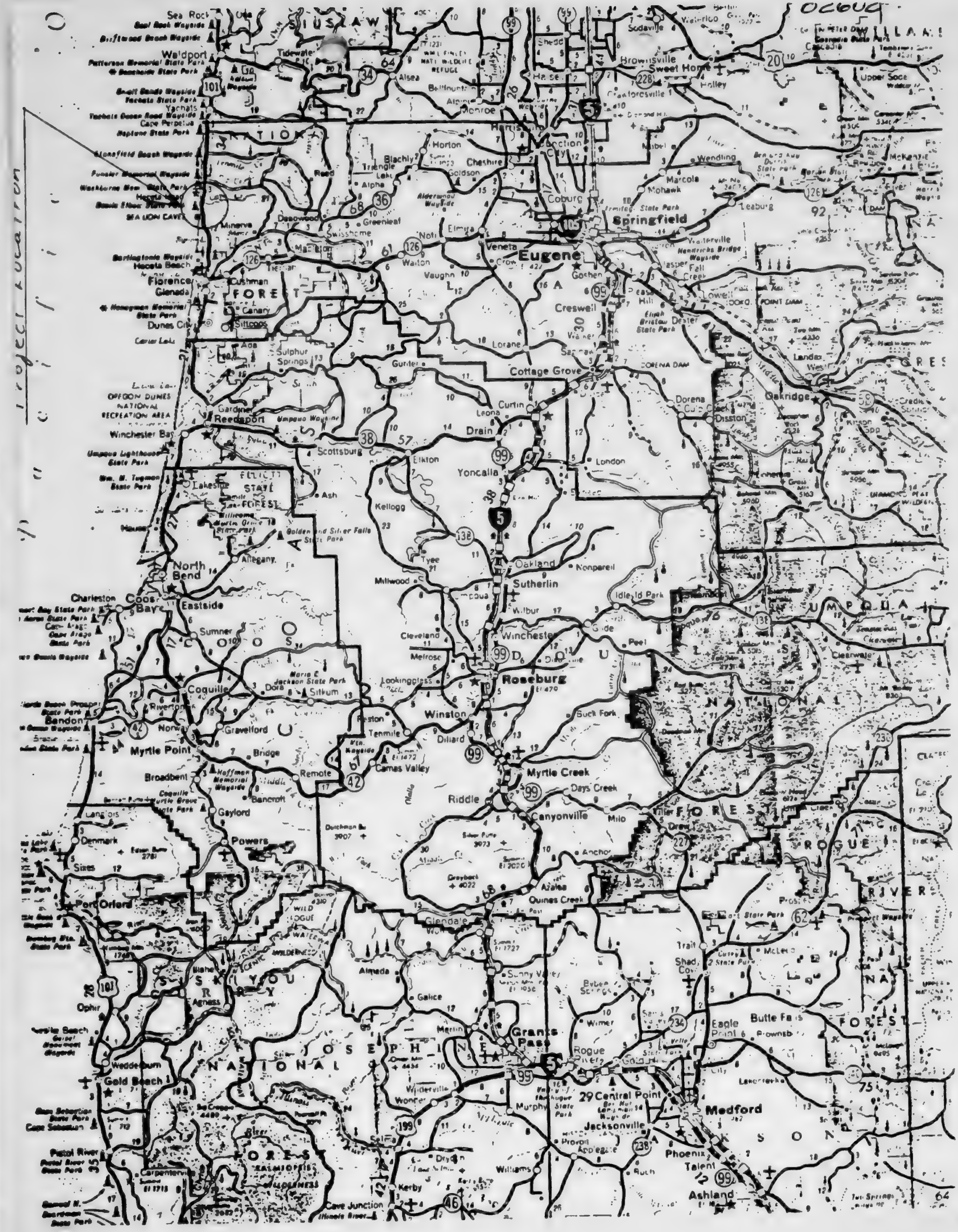
The project qualifies as a statewide categorical exclusion, but it is situated in a very sensitive environment so special impact precautions will be taken.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Duane Kirby	440-3399	NOV 21 1984

734-1913 (7-82)

02604


Project Location
Pacific O
SIUSLAW
Sea Rock
Waldport
Yachats
Cape Perpetua
SEA LION CAVES
Heceta Beach
Florence
Glenada
Dunes City
Carter Lake
OREGON DUNES NATIONAL RECREATION AREA
Gardiner
Reedsport
Winchester Bay
Umpqua Lighthouse State Park
Lakeside
ELLIOTT STATE FOREST
North Bend
Coos Bay
Charleston
Eastside
Sumner
Coquille
Riverton
Bandon
Norway
Myrtle Point
Broadbent
Gaylord
Powers
Langlois
Denmark
Sixes
Port Orford
Ophir
Wedderburn
Gold Beach
Cape Sebastian
Pistol River
Carpenterville
Tidewater
Alsea
Bellfountain
Alpine
Monroe
Harrisburg
Junction City
Horton
Blachly
Triangle Lake
Cheshire
Goldson
Alpha
Deadwood
Swisshome
Greenleaf
Mapleton
Noti
Elmira
Veneta
Walton
Vaughn
Eugene
Springfield
Coburg
Brownsville
Sweet Home
Crawfordsville
Marcola
Mohawk
Wendling
Leaburg
Goshen
Pleasant Hill
Fall Creek
Lowell
Dexter
Creswell
Lorane
Cottage Grove
Dorena
Culp Creek
Disston
Oakridge
Westfir
London
Curtin
Leona
Drain
Yoncalla
Elkton
Scottsburg
Kellogg
Tyee
Oakland
Sutherlin
Nonpareil
Idleyld Park
Umpqua
Wilbur
Winchester
Glide
Peel
Cleveland
Melrose
Lookingglass
Roseburg
Winston
Dillard
Tenmile
Reston
Camas Valley
Remote
Bridge
Myrtle Creek
Riddle
Days Creek
Canyonville
Milo
Tiller
Drew
Azalea
Quines Creek
Glendale
Wolf Creek
Sunny Valley
Galice
Almeda
Agness
Merlin
Grants Pass
Rogue River
Gold Hill
Wilderville
Wonder
Murphy
Selma
Kerby
Cave Junction
Williams
Provolt
Applegate
Ruch
Jacksonville
Central Point
Medford
Phoenix
Talent
Ashland
Eagle Point
Butte Falls
Trail
Shady Cove
Prospect
UMPQUA NATIONAL FOREST
ROGUE RIVER NATIONAL FOREST
SISKIYOU NATIONAL FOREST
JOSEPHINE
COOS
DOUGLAS
JACKSON
LANE
WILD ROGUE WILDERNESS
KALMIOPSIS WILDERNESS
64

9838

[illegible]

Date: September 27, 1984

To: Oregon Transportation Commission

From: H.S. Coulter
State Highway Engineer

PRO

Subject: Requests for Approval to Add Ten Projects to and Remove one from the Six Year Program

On your Agenda for your consideration at the October 9 meeting will be a request to add the following projects to the Six Year Highway Improvement Program:

SECTION:	Corvallis/Lebanon Interchange-Halsey Interchange	
HIGHWAY:	Pacific	
COUNTY:	Linn	
PROGRAM YR:	Development - Final Plans In 1987	
FUNDING:	I-4R	
	Total Estimated Cost:	$12,000,000

DESCRIPTION: Perform preliminary engineering to prepare a project for future contract. Existing asphalt concrete pavement on the outside travel lane has broken down. Possible solution would replace AC with 11" of PCC and overlay the inside lane with 4" of AC.

IMPACT: Funds are available for the development work. The funding is Interstate 4R, which is assigned and available in later years in the Six Year Program for projects to be identified.

SECTION:	S. Ashland Interchange-California St. Line	
HIGHWAY:	Pacific	
COUNTY:	Jackson	
PROGRAM YR:	Construction - 1987	
FUNDING:	I-4R	
	Total Estimated Cost:	$21,000,000

DESCRIPTION: The wearing surface is in serious condition resulting in high maintenance costs. This project would remove the existing pavement and place continuously reinforced concrete pavement. The basic section would provide 3 lanes up the hill and two down.

IMPACT: Interstate 4R funds are assigned and available in the Six Year Program for FY 1987 for projects to be identified.

SECTION:	Middle Fork Cold Springs Canyon Bridge #04775	
HIGHWAY:	Athena - Holdman	
COUNTY:	Umatilla	
PROGRAM YR:	Construction - 1985	
FUNDING:	HBR	
	Total Estimated Cost:	$ 180,000
DESCRIPTION:	Excessive decay in stringers and pile caps. Construct concrete slab span, widen and overlay.	
IMPACT:	There is a significant balance of HBR funds available to the Division, so the addition of this project to the Program for construction in FY 85 will have a minimal impact.	

SECTION:	Cape Creek Bridge #1113	
HIGHWAY:	Oregon Coast	
COUNTY:	Lane	
PROGRAM YR:	Construction - 1986	
FUNDING:	HBR	
	Total Estimated Cost:	$ 800,000
DESCRIPTION:	The structure has spalled concrete and exposed rebar. This project calls for experimental concrete rehabilitation to repair and seal the remaining structure.	
IMPACT:	HBR funds are assigned and available in FY 1986 of the Six Year Program for projects to be identified.	

SECTION:	Nehalem River (Banzer) Bridge #3140A	
HIGHWAY:	Nehalem	
COUNTY:	Columbia	
PROGRAM YR:	Construction - 1986	
FUNDING:	HBR	
	Total Estimated Cost:	$ 900,000
DESCRIPTION:	This project calls for rehabilitation and widening of the existing structure.	
IMPACT:	HBR funds are assigned and available in FY 86 of the Six Year Program for projects to be identified.	

SECTION: Haynes Inlet Slough Bridge #7501
HIGHWAY: Oregon Coast
COUNTY: Coos
PROGRAM YR: Construction - 1987
FUNDING: HBR
Total Estimated Cost: $ 900,000

DESCRIPTION: Wooden piles have been attacked by marine animals. This project will replace the wooden piles and caps with concrete and replace substandard rail.

IMPACT: HBR funds are assigned and available in FY 1987 of the Six Year Program for projects to be identified.

SECTION: Big Creek Bridge #1180
HIGHWAY: Oregon Coast
COUNTY: Lane
PROGRAM YR: Construction - 1988
FUNDING: HBR
Total Estimated Cost $ 1,300,000

DESCRIPTION: This structure is past rehabilitation due to salt intrusion damage and substandard clearances. This project would replace the structure.

IMPACT: HBR funds are assigned and available in FY 1988 of the Six Year Program for projects to be identified.

SECTION: Lost River Bridge #2417
HIGHWAY: Klamath Falls/Malin
COUNTY: Klamath
PROGRAM YR: Construction - 1988
FUNDING: HBR
Total Estimated Cost: $ 250,000

DESCRIPTION: This project calls for rehabilitation and widening of the existing structure.

IMPACT: HBR funds are assigned and available in FY 1988 of the Six Year Program for projects to be identified.

SECTION: Multnomah Falls Parking Lot Fence
HIGHWAY: Columbia River
COUNTY: Multnomah
PROGRAM YR: Construction - 1985
FUNDING: I-4R
Total Estimated Cost: $ 113,000

DESCRIPTION: There is no physical barrier between the travel lanes and the parking area. People and pets can access the travel lanes thereby creating a very hazardous situation. This project provides for installation of a 4' chain link fence and concrete shoulder barrier around the parking lot.

IMPACT: I-4R funds are available. This project will have little impact on the program.

SECTION: Gray Creek (Cedar Flat X'ing) #3964
HIGHWAY: McKenzie
COUNTY: Lane
PROGRAM YR: Construction - 1985
FUNDING: State
Total Estimated Cost: $ 40,600

DESCRIPTION: A 6'x6' reinforced concrete box culvert currently in place is inadequate to handle the discharge. There is erosion at the end of the box causing settlement of the pavement. This project would add an 8'x8' RCBC beside the existing 6'x6'.

IMPACT: State Funds are available.

There is also a request to remove the following project from the Six Year Program:

SECTION: Columbia River at Power Line Rd.
HIGHWAY: Columbia River
COUNTY: Umatilla
PROGRAM YR: Construction - 1985
FUNDING: FAP
Total Estimated Cost: $ 50,000

DESCRIPTION: This project was to provide a left turn refuge onto a relocated local facility, Power Line Road. The County has indicated that the relocation project has essentially been dropped, thus eliminating the need for the turn refuge.

IMPACT: Due to short supply of FAP funds, this change would have a positive effect on the program.

cc Fred D. Miller
R.W. Gormsen
R.N. Bothman
E.S. Hunter
W.E. Schwartz
G.A. Potter
C.O. Fredrickson
J.H. Versteeg
L.E. George
Cam Gilmour
F.E. Terpin
V.E. Skoog
Region Engineers
George Bell

7238

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Memo to the File

DATE: September 14, 1984

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: September Request to Add Eight Projects to the Six Year Program

On September 11, 1984 Mr. Coulter forwarded to the Transportation Commission a request to add eight projects to the Six Year Program (copy attached).

Because of the Commission meeting being held in Ashland on October 9th, Mr. Coulter asked me if there was any reason why these approvals couldn't wait until the October Commission meeting. I responded by saying that I didn't think a three week delay would hurt progress in any particular one of these projects.

Mr. Coulter then said that he would prefer to wait until the October meeting to take these projects before the Commission, but in the meantime, all personnel should continue with the preparation of the prospectus, processing of paper work, survey authority, and other programming documents to proceed with the necessary approvals to begin work.

By copy of this memo I am informing those to please continue the programming part of the process.

GAP:bkb
cc: (w/attachments)
H.S. Coulter
✓E.S. Hunter
R.N. Bothman
W.E. Schwartz
Wayne Cobine
Hank Wakerlig
Rich McSwain
Joe Gaither
Walt Hart
J.H. Versteeg
F.E. Terpin
C.O. Fredrickson
V.E. Skoog
Region Engineers
George Bell

RECEIVED
STATE HWY ENGR
SEP 17 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1367

Contains Recycled Materials

7838

[illegible]

Date: September 11, 1984 PRO

To: Oregon Transportation Commission

From: H.S. Coulter
State Highway Engineer

Subject: Requests for Approval to Add Eight Projects to the Six Year Program

On your Agenda for your consideration at the September 18 meeting will be a request to add the following projects to the Six Year Highway Improvement Program:

SUBJECT: Corvallis/Lebanon Interchange-Halsey Interchange
HIGHWAY: Pacific
COUNTY: Linn
PROGRAM YR.: 1985 Development
FUNDING: I-4R
Total Estimated Cost: $12,200,000

DESCRIPTION: Perform preliminary engineering to prepare a project for possible contract letting in April 1985. Existing asphalt concrete pavement on the outside travel lane has broken down. Possible solution would replace AC with 11" of PCC and overlay the inside lane with 4" of AC.

IMPACT: Funds are available for the development work. The impact would be small.

SECTION: S. Ashland Interchange-California St. Line
HIGHWAY: Pacific
COUNTY: Jackson
PROGRAM YR.: 1987
FUNDING: I-4R
Total Estimated Cost: $21,000,000

DESCRIPTION: The wearing surface is in serious condition resulting in high maintenance costs. This project would remove the existing pavement and place continuously reinforced concrete pavement. The basic section would provide 3 lanes up the hill and two down.

IMPACT: The impact would be significant but funds will be available and the project is very important.

SECTION: Middle Fork Cold Springs Canyon Bridge #04775
HIGHWAY: Athena - Holdman
COUNTY: Umatilla
PROGRAM YR.: 1985
FUNDING: HBR
Total Estimated Cost: $ 179,000

DESCRIPTION: Excessive decay in stringers and pile caps. Construct concrete slab span, widen and overlay.

IMPACT: Funds are available, the impact will be small.

SECTION: Cape Creek Bridge #1113
HIGHWAY: Oregon Coast
COUNTY: Lane
PROGRAM YR.: 1986
FUNDING: HBR
Total Estimated Cost: $ 770,000

DESCRIPTION: The structure has spalled concrete and exposed rebar. This project calls for experimental concrete rehabilitation to repair and seal the remaining structure. This structure is on the historical bridge list.

IMPACT: Funds will be available, the impact will be small.

SECTION: Nehalem River (Banzer) Bridge #3140A
HIGHWAY: Nehalem
COUNTY: Columbia
PROGRAM YR.: 1986
FUNDING: HBR
Total Estimated Cost: $ 856,000

DESCRIPTION: This project calls for rehabilitation and widening of the existing structure.

IMPACT: Funds will be available, the impact will be small.

SECTION: Haynes Inlet Slough Bridge #7501
HIGHWAY: Oregon Coast
COUNTY: Coos
PROGRAM YR.: 1987
FUNDING: HBR
Total Estimated Cost: $ 924,000

DESCRIPTION: Wooden piles have been attacked by bankia and limnoria (marine animals). This project will replace the wooden piles and caps with concrete and replace substandard rail.

IMPACT: Funds will be available, the impact will be small.

SECTION: Big Creek Bridge #1180
HIGHWAY: Oregon Coast
COUNTY: Lane
PROGRAM. YR.: 1988
FUNDING: HBR
Total Estimated Cost: $1,260,000

DESCRIPTION: This structure is past rehabilitation due to salt intrusion damage and substandard clearances. This project would replace the structure.

IMPACT: Funds will be available, the impact will be small.

SECTION: Lost River Bridge #2417
HIGHWAY: Klamath Falls/Malin
COUNTY: Klamath
PROGRAM YR.: 1988
FUNDING: HBR
Total Estimated Cost: $ 250,000

DESCRIPTION: This project calls for rehabilitation and widening of the existing structure.

IMPACT: Funds will be available, the impact will be small.

cc
Fred D. Miller
R. W. Gormsen
R. N. Bothman
E. S. Hunter
W. E. Schwartz
G. A. Potter
C. O. Fredrickson
J. H. Versteeg
V. E. Skoog
Region Engineers
George Bell

RM:me lks

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

DATE: April 27, 1984

PRO

TO: Oregon Transportation Commission

FROM: H.S. Coulter, P.E.
State Highway Engineer

CC 4

SUBJECT: Umpqua River Bridge
Oregon Coast Highway
Douglas County

Cape Creek Bridge
Oregon Coast Highway
Lane County

The proposed contracting of repairs on two bridges on the Oregon Coast Highway will be on the May 15 consent calendar.

The proposed contract is for bridge maintenance purposes. Normally the work is performed by our own bridge crews, however, the repair work necessary for these two structures is larger than normally accomplished by our crews. The projects are to be funded out of State maintenance funds and the combined estimate for both projects is $100,000.

GAP:bkb sl

bc Fred D. Miller
R. W. Gormsen
E. S. Hunter
W. E. Schwartz
Robert N. Bothman
Gary Potter
Walt Hart
R. L. Schroeder
Jim Gix
George Bell

Form 734-3123

9238 +

MAI 14-1-1
Umpqua

STATE OF OREGON
Highway Division - Maintenance Section
Salem, Oregon 97310

INTEROFFICE MEMO

TO: Walter J. Hart
Bridge Engineer

DATE: April 13, 1984

SUBJECT: Cape Creek Bridge #1113
Umpqua River Drawbridge #1822
Oregon Coast Highway

The repairs needed near the expansion devices for these two structures are not eligible for HBRR rehabilitation funds.

The Maintenance office proposes to allocate the estimated $100,000 repair cost from special maintenance funds (MC42) to complete this work.

Please schedule completion of contract plans and specifications so that the repairs can be contracted and completed during the 1984 construction season.

John H. Wood
John H. Wood
Structure Maintenance Engineer

mmw

cc: W. E. Schwartz ✓
James J. Gix
Duane Kirby

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 13 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

1984 Lake Woods Hwy. at Kershaw 9839
Road North of Medford.
(grading, paving, beacon)

7839

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 7 293

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-21-86

State Oregon

County Jackson

Project Number HES-36(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 21, 19 83. is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 110,478	$ 102,670
Federal funds	$ 99,430	$ 92,403
Other revisions		

This modification is made for the following reasons: To release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of JUL, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L Rout

for Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon July 15, 1986

Federal-Aid Project No. HES-36(5)

Lake of the Woods Hwy. @ Kershaw Rd. Sec.
Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 9,300.00
		$ 9,300.00

Type Code Y008
Channelization (Sta. 208+15 to Sta. 226+87)

Subtotal from estimate of November 14, 1984		$ 84,084.00
	Engineering	9,286.00
		$ 93,370.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS (90.0%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
P.E.	141	$ 9,300.00	$ 8,370.00	$ 930.00
Channelization	141	93,370.00	84,033.00	9,337.00
Total		$ 102,670.00	$ 92,403.00	$ 10,267.00

Group 1 100%
Contract No. 9839
Prefix: 115-1910
Prefix: C09839
RLC:bkb

9439 STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-274	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	11-16-84	County Jackson
MODIFICATION NUMBER 2		Project Number HES-36(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 21, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 104,978.00	$ 110,478.00
Federal funds	$ 94,480.00	$ 99,430.00
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of November, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

For Manager, Program Section
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 14, 1984

FEDERAL AID PROJECT NO. HES-36(5)

LAKE OF THE WOODS HWY. @ KERSHAW RD. SEC.
JACKSON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required		$ 15,000.00
		Total	$ 15,000.00

TYPE CODE Y008
CHANNELIZATION (STA. 208+15 to STA. 226+87)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class C Asphalt Concrete	$ 27.50	1,100	$ 30,250.00	1,300	$ 35,750.00
	Subtotals		$ 30,250.00		$ 35,750.00

Increase	$ 5,500.00
Subtotal from estimate of June 29, 1984	78,584.00
Subtotal	$ 84,084.00
Engineering	11,394.00
Total	$ 95,478.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 13,500.00	$ 1,500.00
Channelization	95,478.00	85,930.00	9,548.00
Total	$ 110,478.00	$ 99,430.00	$ 11,048.00

Group 1	100%
Contract No.	9839
Prefix:	115-1910
Prefix:	115-1048

WH:bkb

9839

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-28	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	7-6-84	County Jackson
MODIFICATION NUMBER 1		Project Number HES-36(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 21, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$15,000.00	$ 104,978.00
Federal funds	$13,500.00	$ 94,480.00
Other revisions		

This modification is made for the following reasons: to include the construction contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of July, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXRX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 29, 1984

Federal Aid Project No. HES-36(5)

Lake of the Woods Hwy. @ Kershaw Rd. Sec.
Jackson County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required			$ 15,000.00
			Total	$ 15,000.00

Type Code Y008
Channelization (Sta. 208+15 to Sta. 226+87)

Mobilization	Lump Sum	All	Lump Sum	$ 3,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,500.00
Temporary Signs	Sq. Ft.	186	10.00	1,860.00
Temporary Barricades	Each	2	40.00	80.00
Temporary Plastic Safety Markers	Each	20	60.00	1,200.00
Flaggers	Hour	80	15.50	1,240.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	1,000.00
General Excavation	Cu. Yd.	528	8.00	4,224.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	500.00
Watering	M-Gal.	40	10.00	400.00
1"-0 Aggregate Base	Ton	2,200	8.10	17,820.00
Class "C" Asphalt Concrete	Ton	1,100	27.50	30,250.00
Extra for Asphalt Approaches	Each	4	100.00	400.00
Delineators, Type 2	Each	38	20.00	760.00
Delineators, Type 3	Each	14	25.00	350.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	500.00
Flashing Beacon Installations, Complete	Lump Sum	All	Lump Sum	10,000.00
				$ 75,584.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 2,250.00
Seeding, Fertilizing and Mulching	All Required		750.00
			$ 3,000.00
		Subtotal	$ 78,584.00
		Engineering	11,394.00
		Total	$ 89,978.00

Length of Project	0.0 mi.

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 15,000.00	$ 13,500.00	$ 1,500.00
Channelization	89,978.00	80,980.00	8,998.00
Total	$ 104,978.00	$ 94,480.00	$ 10,498.00

Group 1 100%
Contract No. 9839
Prefix: 115-1910
115-1048

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-148	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Jackson Project No. HES-36(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 140, 2.3 mi. E. of Jct. SR 62

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-12-83	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 15,000.00	$ 13,500.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 21 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon October 20, 1983

Federal-Aid Project No. HES-36(5)

Kershaw Road Section
Lake Of The Woods Highway
Jackson County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 15,000.00
		Total	$ 15,000.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 13,500.00	$ 1,500.00
Retain in Program			
Contract Work	72,000.00	64,800.00	7,200.00
Total	$ 87,000.00	$ 68,300.00	$ 8,700.00

Group 1 100%
Prefix: 115-1910

9839

9839 STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT JAN 23 '86	REPORT MADE BY C. O. Fredrickson, Const. Engr.		PROJECT NO. HES-36(5)
COMPLETION DATE (Actual) 10-12-84	ACCEPTANCE DATE BY CONRTACT AGENCY 6-27-85	TIME ELAPSED 82 %	CONTRACT TIME 120 CD

LOCATION

Lake of the Woods Highway approx. 6 miles north of Medford

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of roadbed grading, aggregate base and asphalt concrete pavement.

   B. Installation of flashing beacons.

   c. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Rogue River Paving Co.

3. Contract Amount: $78,634.49

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

RECEIVED
STATE HWY ENGR
JAN 28 '86
REFER TO
Fredrickson
FOR

NOTED
W. E. SCHWARTZ

Cy
2/7

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. [illegible] Area Engineer		SIGNATURE Original Signed by [illegible] [illegible] Operations	
TITLE Area Engineer	DATE JAN 27 1986	TITLE Field Operations Engineer	DATE JAN 2[illegible] 1986

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9839

N

November 22, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9839

On July 5, 1985, we wrote to you concerning release of final payment on Contract No. 9839 awarded to Rogue River Paving Company, Inc. for work on the Lake of the Woods Highway at Kershaw Road in Jackson County.

Final payment on this contract is $1,658.43 and the total contract amount is $78,634.49. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Rogue River Paving Company, Inc.
P.O. Box 1386
Medford, OR 97501

bc: C. O. Fredrickson
Walt Hart
James J. Gix

FKN:arc

NOTED ON CARD
11-22-85 ac

9839

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: June 27, 1985

Warren E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9839, On Site Work Substantially Completed October 12, 1984

All Work Completed December 6, 1984

Project Lake of the Woods Hwy. @ Kershaw Rd.

Highway Lake of the Woods

County Jackson

Type of Work Grading, Paving and Beacon

Contractor Rogue River Paving Co., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

July 5, 1985 - Surety letter written.

RECEIVED
JUN 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

CL 84-275

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 31 1984
NORMA PAULUS
SECRETARY OF STATE

December 24, 1984

Tonkon, Torp, Galen, Marmaduke & Booth
Attorneys at Law
1001 SW Fifth Avenue
Portland, OR 97204

IN REPLY REFER TO
FILE NO.:
CON 5
#9839

Attention: Jeffrey H. Keeney

Gentlemen or Ladies:

This will acknowledge your letter of December 18, 1984, with attached Notice of Claim on behalf of Valmont Industries, Inc., concerning the following Highway Division contract:

FILED BY:	Valmont Industries, Inc.
AMOUNT:	$2,492.00
FOR:	Material
AGAINST (Prime contractor)	Rogue River Paving Company, Inc.
CONTRACT NO.:	9839
PROJECT:	Lake of the Woods Highway at Kershaw Road in Jackson County
SURETY:	United Pacific Insurance Co.
AGENT:	Hansen & Rowland, Inc. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid. As requested we are also attaching the verification card.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]
1-25-85
JS

Attachment
cc: Rogue River Paving Company, Inc.
PO Box 1386
Medford, OR 97501

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

TONKON, TORP, GALEN, MARMADUKE & BOOTH
LAW OFFICES
1800 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204-1162
(503) 221-1440

TERRY W. BAKER*
BRUCE G. BERNING
OWEN D. BLANK
BRIAN G. BOOTH*
STUART M. BROWN
MARK L. CUSHING
JOYLE C. DAHL*
P. STEVEN DOPP
THOMAS W. FENNER
JOHN E. FROHNMAYER*
MORRIS J. GALEN*
RONALD L. GREENMAN*
JEFFREY E. HARMES
CAROL DEY HIBBS
MICHAEL R. HOWARD
JOEL S. KAPLAN

JEFFREY H. KEENEY
BARBEE B. LYON*
DON H. MARMADUKE*
WILLIAM F. MARTSON, JR.*
MICHAEL M. MORGAN*
JANET C. NEUMAN
JON W. NICKEL*
INGOLF NOTO
GARY D. PUTNAM
JOHN H. ROSENFELD
SCOTT G. SEIDMAN
KENNETH D. STEPHENS
MOE M. TONKON
FREDERICK H. TORP
JOSEPH S. VOBORIL*
MARJORY A. WALL

*A PROFESSIONAL CORPORATION

December 18, 1984

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Commission Services
121 Transportation Building
Salem, Oregon 97310

Re: Notice of Claim on Contractor's Bond

Dear Sir or Madam:

Enclosed are three Notices of Claim on Contractor's Bond submitted on behalf of Valmont Industries, Inc. The Notices are filed in connection with electrical products supplied by Valmont to R&R Excavating Co., Inc., Eugene Sand & Gravel, Inc. and Rogue River Paving Co., general contractors on three state highway projects.

Please file the Notices in the proper records, and return the verification cards completed with the appropriate filing information to the undersigned.

Thank you for your cooperation. Please call if you have any questions.

Very truly yours,

Jeffrey Keeney

Jeffrey H. Keeney

JHK:jc
Enclosures

cc w/enc: Mr. Mark F. Enenbach

CERTIFIED
P 713 935 228
MAIL

RECEIVED
DEC 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM ON CONTRACTOR'S BOND

TO: Department of Transportation
RE: Contract No. 9839

Notice hereby is given that the undersigned, Valmont Industries, Inc., has a claim for certain materials, including traffic signal structures consisting of mast arm poles, traffic arm shafts and luminaire arm shafts, in the sum of Two Thousand Four Hundred Ninety-Two Dollars ($2,492) against the bond taken from Rogue River Paving Co., Inc. and United Pacific Insurance Co. for work performed on the Lake of the Woods Highway at Kershaw Road.

DATED this 18th day of December, 1984.

VALMONT INDUSTRIES, INC.

By Jeffrey H Keeney
Jeffrey H. Keeney
Attorney for Claimant
Valmont Industries, Inc.

RECEIVED
DEC [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9839

. rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-36(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Jackson

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40002

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/9/84

8. FEDERAL ROUTE NUMBER Primary 36

9. STATE ROUTE NUMBER Secondary 270

10. GENERAL LOCATION:

Kershaw Road Section (at Lake of the Woods Highway)

11. GENERAL DESCRIPTION OF WORK

Furnish and install left turn refuge signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/9/84 as requested in Mr. Fredrickson's letter of 11/28/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $1,700; Federal Funds $1,530.

Orig. to
12/13

RECEIVED
STAT. HWY ENGR
DEC 13 84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 12/11/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lake of the Woods Hwy @ Kershaw Road

WEEK ENDING: December 8, 1984

SECTION PREFIX: 115-1048

HIGHWAY: Lake of the Woods

COUNTY: Jackson

NAME OF JOB: Lake of the Woods@Kershaw

KIND OF WORK: Grading, Paving and Flashing Beacon

CONTRACTOR: Rogue River Paving Co

CONTRACT NUMBER: 9839

FEDERAL AID PROJECT NUMBER: HES-36(5)

DATE OF CONTRACT: June 22, 1984

DATE WORK STARTED: August 14, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 98

SPECIFIED COMPLETION DATE: September 15, 1984(a)

PERCENT OF TIME ELAPSED: 82

PROJECT AUTHORIZATION: $ 89,978.68

EXCLUSIVE OF ENGINEERING: $ 82,120.28

ENGINEERING AUTHORIZATION: $ 7,858.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 79,418.04

ENGINEERING COST TO DATE: $ 9,088.35

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN -3 %

PERCENT OF AUTHORIZATION 116 %

DATE PROJECT WAS COMPLETED: (a)9-18-84/(b)10-12-84

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.36	.36			.36
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.36	.36			.36
TOTAL ESTIMATED QUANTITIES (CONTRACT)	528cy	2,200tn			1,100tn
TOTAL QUANTITIES CORRECTED TO DATE	500cy	1,768tn			1,420tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	500cy	1,768tn			1,420tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				F [illegible]
TUESDAY				
WEDNESDAY				
THURSDAY				[illegible] CONSTRUCTION SECTION FILE
FRIDAY				
SATURDAY				

CONTR. NO: 9839 DATE: Dec 08, 1984

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	2	No activity.
MONDAY	3	No activity.
TUESDAY	4	No activity
WEDNESDAY	5	No activity
THURSDAY	6	No activity
FRIDAY	7	No activity
SATURDAY	8	No activity

REMARKS

STATUS: The project is complete and the semi-final estimate has been submitted.

VISITORS:

NEXT WEEK:

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9.39

rll

U.S. Department of Transportation
Federal Highway Administration

STATE COPY

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
NOV 28 '84
REFER TO
Fredrickson
FOR

cg
11/29

REGION NO. 10	REPORT NO. 1	COUNTY Jackson	DIVISION Oregon
IN COMPANY WITH Bill Quinn & Bill Maude; OSHD			
DATE OF INSPECTION 11/6/84	INSPECTION MADE BY W. N. Bryant Area Engineer W. N. Bryant, Area Engineer		PROJECT NO. HES-36(5)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK SEE BELOW	TIME ELAPSED SEE BELOW	WORK COMPLETED 100 %

LAKE OF THE WOODS @ KERSHAW ROAD SECTION
LAKE OF THE WOODS HIGHWAY
Grading, Paving & Beacon

This project provided for the construction of roadbed grading, aggregate base, and asphalt concrete pavement, the installation of flashing beacons and incidental work common to this type of project.

A contract in the amount of $89,978.68 was awarded to Rogue River Paving Co., Inc. of Medford, Oregon on 6/22/84. Work began on 8/14/84 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 10/12/84 at a final cost of $90,715.83, which includes $80,429.43 for original bid item work; $242 credit for work completed under approved Price Agreements; $3,000 for approved State Force work; $330 credit for liquidated damages; and $7,858.40 for construction engineering.

The contract provided for all paving work to be completed by 9/15/84 and that all other work be completed within 120 calendar days. The paving work was completed on 9/18/84 and liquidated damages in the amount of $330 were assessed accordingly. All work was completed on 10/12/84 well within the 120 calendar days specified.

Project records indicate that all materials incorporated into the work were tested or field inspected in accordance with established procedures and found to be in reasonably close conformance with specification requirements.

Acceptance of the contract work is recommended.

Form FHWA-1446A
(Rev. 2-84)

9839

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-36(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

5-23-84

4. PROGRAM NO.

5. ITEM NO. 40002

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/23/84

8. FEDERAL ROUTE NUMBER Primary 36

9. STATE ROUTE NUMBER Secondary 270

10. GENERAL LOCATION:
Kershaw Road Section (at Lake of the Woods Highway)

11. GENERAL DESCRIPTION OF WORK
Grade, pave and beacon

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Anticipated items as shown on your "PS&E" Estimate dated 5/15/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 5/21/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $106,193, Federal Funds $95,973.

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

9827

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-36(5)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40002

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/23/84
8. FEDERAL ROUTE NUMBER Primary 36
9. STATE ROUTE NUMBER Secondary 270

10. GENERAL LOCATION:
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☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown on your "PS&E" Estimate dated 5/15/84.

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The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
JUN 6 '84

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/23/84	8. FEDERAL ROUTE NUMBER Primary 36	9. STATE ROUTE NUMBER Secondary 270

10. GENERAL LOCATION:

Kershaw Road Section (at Lake of the Woods Highway)

11. GENERAL DESCRIPTION OF WORK

Grade, pave and beacon

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown on your "PS&E" Estimate dated 5/15/84.

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The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
JUN 6 '84
REFER TO Potter
FOR
Info | Instrs | R/D | D/R | Sign | Act | File

Orig. to Edit. 6/6

14. DATE 5/23/84	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

r11 9834

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-36(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40002

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/12/83	Primary 36	Secondary 270

10. GENERAL LOCATION:
Kershaw Road Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $15,000 - F.F. $13,500
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 10/3/83

RECEIVED
STATE HWY ENGR
OCT 13 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to 10/14

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/12/83	G. K. Hossner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9839 10 11 83

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Oregon Transportation Commission and under Authority delegated to me to approve Title II projects, I approved the following:

SECTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	LOCAL GOVT. FUNDS	APPROVAL DATE
Eugene-Springfield Hwy @ 42nd St (Springfield) Lane County	$76,000	$68,000	$7,600	0	9-14-83
Pacific Highway West @ 10th St (Junction City) Lane County	$86,000	$77,400	$8,600	0	9-14-83
Redwood Highway Spur @ Beacon Dr (Grants Pass) Josephing County	$189,000	$170,000	$18,900	0	9-14-83
Lake of the Woods Hwy @ Kershaw Road Jackson County	$87,000	$78,300	$8,700	0	9-14-83
Pacific Highway East @ Grant Street (Canby) Clackamas County	$137,000	$123,300	$13,700	0	9-14-83
Pacific Highway West @ McDaniel Ln (McMinnville) Yamhill County	$130,000	$117,000	$13,000	0	9-19-83
Hillsboro-Silverton Hwy @ Boones Ferry Road (Woodburn) Marion County	$31,000	$27,900	$3,100	0	9-26-83
PROJECT CANCELLATIONS					
BNRR @ Norway Street NE (Salem) Marion County	$47,000	$40,500	$4,700*	0	9-21-83

*State Grade Crossing Protection Account

[illegible]

DATE: October 11, 1983

RN Bothman
H. S. Coulter
State Highway Engineer fR

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TO: H. S. COULTER
State Highway Engineer

DATE: September 29, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Report of Action Under Delegated Authority

Attached is the subject report covering action taken by the State Highway Engineer on Title II projects since the last Oregon Transportation Commission meeting.

NOTED
H.S.COULTER

L. E. GEORGE - TRAFFIC ENGINEER

RHB

Attachment

RECEIVED
STATE HWY ENGR
SEP 30 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: September 8, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Lake of the Woods Highway @ Kershaw Road MP 2.29

Region 3 has requested a project to construct left turn refuges and install a flashing beacon at the subject location.

Construction will be by contract. All phases of engineering will be performed by State Forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Lake of the Woods Hwy @ Kershaw Road Jackson County	$87,000	$78,300	$8,700

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George

L. E. GEORGE
Traffic Engineer

RHB
Attachments

9-14 to [illegible]
George
orig (cy) files

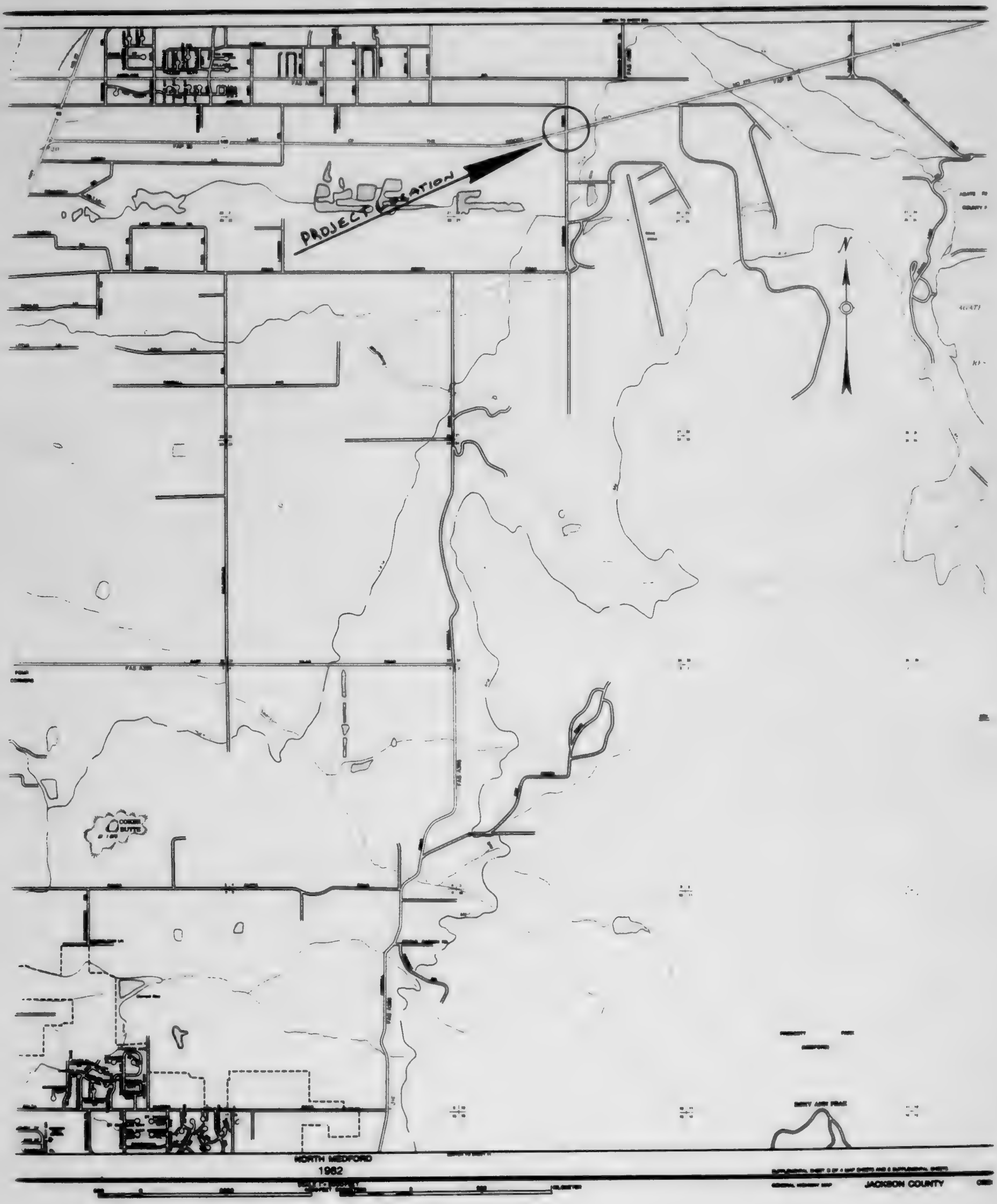
RECEIVED
STATE HWY ENGR
SEP 13 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED:

H S Coulter
State Highway Engineer

DATE: 9-14-83


PROJECT LOCATION
N
COKER BUTTE
ROXY ANN PEAK

NORTH MEDFORD
1982

JACKSON COUNTY

1984 Sardine Cr.Rd.-7th St.West 9840
(Gold Hill) Sec.Sams Valley Hwy.
(bikeway)

June 7, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9840

Gentlemen or Ladies:

Contract No. 9840 awarded to Rogue River Paving Co., Inc. for the bikeway on the Sardine Creek Road-Seventh Street West (Gold Hill) Section of the Sams Valley Highway in Jackson County was completed on November 15, 1984, and accepted by the State Highway Division on May 29, 1985.

Final payment in the amount of $5,258.46 will be released to the contractor after June 12, 1985. The total contract amount is $90,349.26 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Rogue River Paving Co., Inc.
PO Box 1386
Medford, OR 97501

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
James J. Gix

9840

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: May 29, 1985

FROM: for W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9840, On Site Work Substantially Completed September 11, 1984

All Work Completed November 15, 1984

Project Sardine Cr. Rd.-7th St. W. (Gold Hill)

Highway Sams Valley

County Jackson

Type of Work Bikeway

Contractor Rogue River Paving Co., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

noted
RGormsen

June 7, 1985 - Letter written to surety.

RECEIVED
JUN 05 1985
COMMISSION SERVICES
DEPARTMENT OF TRANS

81-125-1387

Contains Recycled Materials

9840

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sardine Creek-7th St (Gold Hill)
WEEK ENDING: November 17,1984
SECTION PREFIX: 815-1170
HIGHWAY: Sams Valley
COUNTY: Jackson
NAME OF JOB: Sardine Creek-7th Street
KIND OF WORK: Bikeway
CONTRACTOR: Rogue River Paving Co
CONTRACT NUMBER: 9840
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 20,1984
DATE WORK STARTED: July 24,1984
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: August 31,1984
PERCENT OF TIME ELAPSED: 106
PROJECT AUTHORIZATION: $ 102,388.76
EXCLUSIVE OF ENGINEERING: $ 93,446.51
ENGINEERING AUTHORIZATION: $ 8,942.25
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 93,907.01
ENGINEERING COST TO DATE: $ 7,383.68
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %
PERCENT OF AUTHORIZATION: 83 %
DATE PROJECT WAS COMPLETED: September 11,1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.43				1.43
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.43				1.43
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%				2,100tn
TOTAL QUANTITIES CORRECTED TO DATE	100%				2,180tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%				2,180tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 20 1984
CONSTRUCTION SECTION
CE F
CA
CA
CP
LO
TS
SA CC
FE
MA
QCS
FILE

CONTR. NO: 9840 DATE: Nov. 17, 1984

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 11	No activity.
MONDAY 12	No activity
TUESDAY 13	No activity
WEDNESDAY 14	No activity
THURSDAY 15	No activity
FRIDAY 16	No activity
SATURDAY 17	No activity

REMARKS

STATUS: The semi-final estimate has been submitted and a third notification has been submitted.
No further reports will be submitted from this office.

VISITORS:

NEXT WEEK:

SIGNED Dobb for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9840

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: FILES

DATE: May 23, 1984

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Sardine Creek Road-7th Street West (Gold Hill)
Sams Valley Highway
Jackson County

East Park Street-Union Avenue (Grants Pass)
Redwood Highway
Josephine County

The 2 subject bikeway projects are scheduled for bid opening June 14, 1984.

It is important that the apparent low bidder be contacted immediately after bid opening and the contract awarded, executed and returned by the contractor so that the funds can be considered contracted in this Fiscal Year.

By copies of this letter I will notify the appropriate personnel to expedite the process on these two projects.

In the future, we should strive to place our bikeway contracting activities in the Fiscal Year early enough to give us time to process them in the normal manner.

GAP:pf

cc: Frank Terpin
Bob Gormsen
Hank Wakerlig
Steve Macnab

NOTED
J. GRASSMAN

RECEIVED
MAY 23 1984
LOCATION
SECTION

REFERRED TO
Grassman
By Location Engineer

81-125-1387

9842

271 N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 5

TO: Stephen ~~Macnab~~
~~Spec~~ifications Engineer

DATE: 4 - 25 - 84

FROM: M. J. Cusco
Design Supervisor

SUBJECT: Footpath and Bicycle Trail Quantities for:
Sardine Cr. Rd. - 7TH St. West (Gold Hill) Sec.
Sams Valley Highway
Jackson County

The following items are chargeable to footpaths and bicycle trails on the above-named project:

ITEM	UNIT	QUANTITY
Mobilization	All	All
Temporary Protection & Direction Of Traffic	All	All
Temporary Signs	Sq. Ft.	300
Temporary Barricades	Each	27
Flaggers	Hour	150
Removal Of Structures & Obstructions	All	All
General Excavation	All	All
Soil Sterilization	Lb	450
Class "C" Asphalt Concrete	Ton	2,100
Concrete Inlets, Type G-1	Each	5

Width 5' Lt. 5' Rt.

Length 1.43 Miles

cc John Grassman
Duane Ridings
Bob Church
Don Trout

Extra For Asphalt Ramps	Each	4
Adjusting Manholes	Each	8
Single Mailbox Supports	Each	1

RECEIVED
APR 25 1984
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakefield

Do Not File
Return to
Bring Up / /
Action

1984 Hillsboro-Silverton Hwy. 9842
at Boones Ferry Rd. (Woodburn)
(traffic signals)

9842J jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

#9842

REGION NO. 10	REPORT NO. 1	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 2 - 4 - 86	REPORT MADE BY C.O. Fredrickson, Const. Engineer		PROJECT NO. HES-75(12)
COMPLETION DATE (Actual) 12 - 27 - 84	ACCEPTANCE DATE BY CONRTACT AGENCY 8 - 1 - 85	TIME ELAPSED 100 %	CONTRACT TIME 180 C.D.

LOCATION

Work at the intersection of the Hillsboro-Silverton Hwy. & Boones Ferry Rd. in Woodburn

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 19 '86
REFER TO
Fredrickson
FOR
Info Inves R/D J/R Sign Act File

CY
2/20

1. Description of Improvement as Programed:
   - A. Construction of an asphalt concrete pavement overlay.
   - B. Revision of existing traffic signal.
   - C. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: Linnco Electric Co.
3. Contract Amount: $35,898.31
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C.O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE [illegible] Field [illegible]	
TITLE Area Engineer	DATE FEB 18 1986	TITLE Field Operations Engineer	DATE [illegible]

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9842

November 21, 1985

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

CON 5
#9842

On August 9, 1985, we wrote to you concerning release of final payment on Contract No. 9842 awarded to Linnco Electric Co. for traffic signal installation on the Hillsboro-Silverton Highway at Boones Ferry Road in Woodburn in Marion County.

Final payment on this contract is $500 and the total contract amount is $35,898.31. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Linnco Electric Co.
P.O. Box 925
Albany, OR 97321

Employers Ins. of Wausau
2000 Westwood Drive
Wausau, WI 54401

Employers Ins. of Wausau
9400 SW Beaverton Hwy., Suite 300
Beaverton, OR 97005

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

FKN:arc

NOTED ON CARD
11-21-85 ac

9842 — — 8/14

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: August 1, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9842, On Site Work Substantially Completed December 27, 1984
All Work Completed	March 28, 1985
Project	Hillsboro-Silverton Hwy. @ Boones Ferry Rd.
Highway	Hillsboro-Silverton
County	Marion
Type of Work	Traffic Signals
Contractor	Linnco Electric Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8/9/85 Surety letter written. 38

Mailed
RGormsen

RECEIVED
AUG 7 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Hillsboro/Silverton Hwy at Boones Ferry Road	WEEK ENDING March 9, 1985	SECTION PREFIX 124-1095
HIGHWAY Hillsboro/Silverton	COUNTY Marion	
NAME OF JOB Hillsboro/Silverton at Boones Ferry Rd.	KIND OF WORK Signal	
CONTRACTOR Linnco Electric	CONTRACT NUMBER 9842	FEDERAL AID PROJECT NUMBER HES 75(12)
DATE OF CONTRACT June 22, 1984	DATE WORK STARTED 9/27/84	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 180	WORK DAYS USED CALENDAR DAYS USED 174
PROJECT AUTHORIZATION: $ 43,769.92	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 97
EXCLUSIVE OF ENGINEERING: $ 38,847.22	ENGINEERING AUTHORIZATION $ 3,822.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 97
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 36,596.47	ENGINEERING COST TO DATE $ 10,149.11	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN -1.1 %	PERCENT OF AUTHORIZATION 265 %	DATE PROJECT WAS COMPLETED: 12/27/84

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Traf. Sign.	
-----	--------	---------	------	100%	--------	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					45.5 ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE E CAE ___ RECEIVED LS___ TC___
COE___ OM___ SA___ CC___
OE ___ MAR 11 1985 FE ___ CP ___
CA ___ PQC ___
CAM ___ CONSTRUCTION OCS ___
EEO ___ SECTION FILE ___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Complete.
Semi-Final sent to Region II Feb. 20, 1985
2nd Notice 12-27-84

Items left to complete: Final Inspection, Misc. Paperwork

SIGNED LOCATION SALEM
Arvey D. Nelson, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9°12

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-351 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O M B No. 04-R2089 State OREGON County MARION Project Number HES-75(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 7 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 53,769	$ 54,752
Federal funds	$ 48,392	$ 49,276
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of January , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 29, 1985

FEDERAL AID PROJECT NO. HES-75(12)

HILLSBORO/SILVERTON HWY. @ BOONES FERRY RD. (WOODBURN) SEC.
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

Preliminary Engineering	Lump Sum	All	Lump Sum		$10,000.00
				TOTAL	$10,000.00

TYPE CODE Y031
TRAFFIC SIGNAL (1)(Sta. 1120+50.95)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flaggers	$ 10.00	50	$ 500.00	74	$ 740.00
Aggregate Shoulders	33.00	5	165.00	11	363.00
Sidewalk Ramps	200.00	9	1,800.00	10	2,000.00
SUBTOTALS			$ 2,465.00		$ 3,103.00

Increase	$ 638.00
SUBTOTAL from Estimate of June 29, 1984	38,227.00
SUBTOTAL	$ 38,915.00
Engineering	5,837.00
TOTAL	$ 44,752.00

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
P.E.	$10,000.00	$ 9,000.00	$1,000.00
Signal	44,752.00	40,276.00	4,476.00
TOTAL	$54,752.00	$49,276.00	$5,476.00

Group 1: 95%; Group 8: 5%
Contract No. 9842
Prefix: 124-1902 P.E.
Prefix: 124-1095

WH:pf

9842

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 7-27

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-6-84

Form Approved; O M B No. 04-R2089

State Oregon

County Marion

Project Number HES-75(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 7, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,000	$ 53,769
Federal funds	$ 9,000	$ 48,392
Other revisions		

This modification is made for the following reasons:

To include construction contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of July, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon   June 29, 1984

Federal-Aid Project No. HES-75(12)

Hillsboro/Silverton Hwy. @ Boones Ferry Rd. (Woodburn) Sec.
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	Lump Sum	All	Lump Sum	$ 10,000.00
			Total	$ 10,000.00

Type Code Y031
Traffic Signal (1) (Sta. 1120+50.95)

Mobilization	Lump Sum	All	Lump Sum	$ 3,546.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	500.00
Temporary Signs	Sq. Ft.	170	1.50	255.00
Flaggers	Hour	50	10.00	500.00
Aggregate Shoulders	Ton	5	33.00	165.00
Class "C" Asphalt Concrete	Ton	50	60.50	3,025.00
Sidewalk Ramps	Each	9	200.00	1,800.00
Adjusting Manholes	Each	1	165.00	165.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	18,196.00
Fire Pre-emption System, Complete	Lump Sum	All	Lump Sum	300.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	7,000.00
				$ 35,452.00

Anticipated Items

State Furnished Signal Program	Lump Sum	All	Lump Sum	$ 700.00
Signal Controller Testing	Lump Sum	All	Lump Sum	1,575.00
Signal Turn-On	Lump Sum	All	Lump Sum	500.00
				$ 2,775.00

Subtotal	$ 38,227.00
Engineering	5,542.00
Total	$ 43,769.00

Length of Project 0.0 mile

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 10,000.00	$ 9,000.00	$ 1,000.00
Signal	43,769.00	39,392.00	4,377.00
TOTAL	$ 53,769.00	$ 48,392.00	$ 5,377.00

Group 1: 95% Group 8: 5%
Contract No. 9842
Prefix: 124-1902 P.E.
124-1095

CL:me

9842

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-75(12)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40026

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 6 '84
REFER TO Potter
FOR
Info ☐ Invest ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

Orig [illegible]

7. DATE AUTHORIZATION EFFECTIVE 5/23/84

8. FEDERAL ROUTE NUMBER Primary 75

9. STATE ROUTE NUMBER Secondary 140

10. GENERAL LOCATION:

Hillsboro/Silverton Highway at Boones Ferry Road

11. GENERAL DESCRIPTION OF WORK

Traffic signal installation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 5/14/85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 5/21/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $47,883, Federal Funds $43,094.

A signed copy of the Title sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 5/23/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

140

N

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Boones Ferry Rd. ~~Hillsboro/Silverton Hwy. @ Settlemier~~ (Woodburn)

REGION 2

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 124-1902

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		250
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		250	932 RAILROAD & UTILITIES					

TOTALS	$	$ 6,900
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER HES-75(12)

LOCATION ENGINEER'S REMARKS

Prepare vicinity map for use in signal revision project.

Now approved through P.S. & E.

1 Versteeg
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Turpin
4 Trout
Wakerlig
5 Molly

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Approved by Env Engr 9-23-83

PREPARED BY	DATE 9/7/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/21/83
RECOMMENDED, REGION ENGINEER X by Phillip O.	DATE 9-14-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 10-21-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-21-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 2031

SECTION Hillsboro/Silverton Hwy @ ~~Settlemier~~ Boones Ferry Rd. (Woodburn)			REGION 2
STATE HIGHWAY # 140	HIGHWAY NAME Hillsboro-Silverton	MILE POST FROM 37.87 TO	LENGTH
☒ URBAN ☐ RURAL	CITY Woodburn	COUNTY Marion	ROAD/STREET NAME
ROUTE # 214	FEDERAL AID # 75	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 6.9 ~~10.0~~	GRADING (✓)		FILES (#)	—
RIGHT OF WAY none-will use existing poles	$	PAVING (✓)		ACRES (#)	—
ROADWAY	$	STRUCTURES (✓)		RELOCATIONS (#)	—
STRUCTURES	$	SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS control box-12 ~~signals~~ 4	$ 26 ~~16~~	SIGNALS (✓)	✓	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 3.5 ~~1~~			RIGHT OF WAY DESCRIPTIONS (S,C,A)	—
	$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	—
40% ENGINEERING & CONTINGENCIES	$ 11.8 ~~7.8~~ ~~4~~	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 41.3 ~~27.3~~ ~~21.0~~	WORK TYPE (1-12)	9	☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$ ~~34.2~~ 48.2 ~~31.0~~				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE Title II	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	5	5
STRUCTURES (#)		
SIGNALS (#)	1	1 with separate turn phase.
BIKE PATH (Y/N)		on shldr.
AVERAGE DAILY TRAFFIC	11,900	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

This intersection has a high volume of turn movement without separate turn phase.

PROPOSED SOLUTION

Install additional signal heads with separate phasing for existing left turn lanes.

REQUESTED, REGION ENGINEER X by Phillip O.	DATE 9-14-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJE(PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Hillsboro/Silverton Hwy @ Settlemier (Woodburn)

REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	1	OLD (#) 1	NEW (#)	Rev.

RIGHT-OF-WAY			
ACQUISITIONS	(NONE)	RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

UTILITIES (LIST BELOW)

COMPANIES
Portland General Electric
Pacific Northwest Bell Telephone
City of Woodburn (water,sewer)
Northwest Natural Gas Co.

Will use existing poles

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED 30 MPH	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
—	5'	"A"	—	—	—	14'	11'	12'	11'	14'	—	—	—	"A"	5'	—
—	5'	"A"	—	—	—	14'	11'	12'	11'	14'	—	—	—	"A"	5'	—

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
		N/A			

STRUCTURE DATA

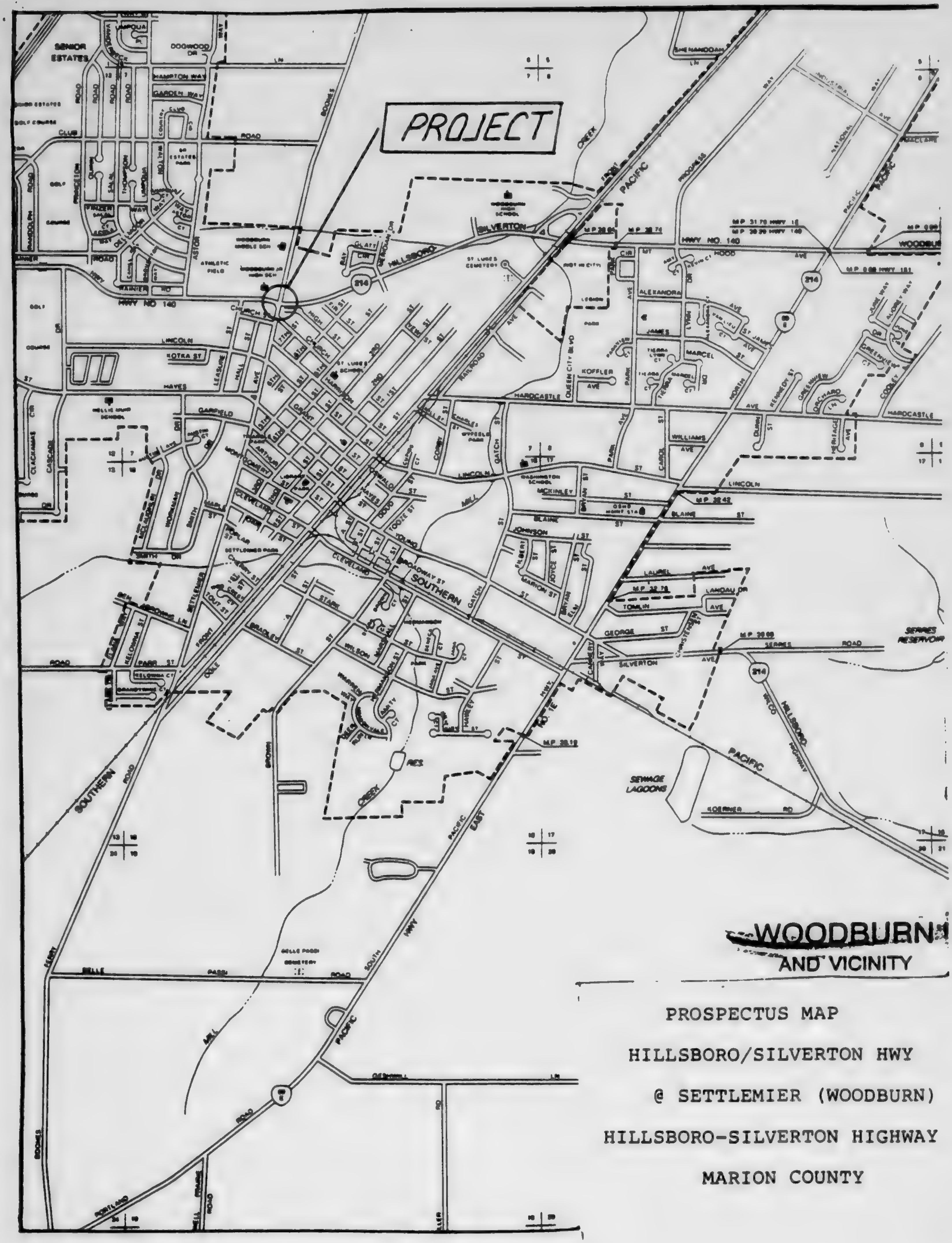
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)


PROJECT
WOODBURN
AND VICINITY
SENIOR ESTATES
HWY NO 140
HILLSBORO
SILVERTON
PACIFIC
SOUTHERN
LINCOLN
HARDCASTLE
HAYES
SETTLEMIER
RES.
SEWAGE LAGOONS
SERRES RESERVOIR
214
99E
CREEK
MILL
BELLE PASSI ROAD
PORTLAND ROAD
PACIFIC HWY EAST

PROSPECTUS MAP

HILLSBORO/SILVERTON HWY

@ SETTLEMIER (WOODBURN)

HILLSBORO-SILVERTON HIGHWAY

MARION COUNTY

9842

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-75(12)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregn Division
Salem, Oregon

10-21-83

4. PROGRAM NO.

5. ITEM NO. 40026

2A. COUNTY NAME Marion

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-21-83

8. FEDERAL ROUTE NUMBER Primary 75

9. STATE ROUTE NUMBER Secondary 140

10. GENERAL LOCATION:

BOONES FERRY ROAD (WOODBURN) SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* including utility preparatory work,
TEC $10,000; FF $9,000

13. REMARKS

As requested by Mr. Swan's October 12, 1983 letter.

RECEIVED
STATE HWY ENGR
OCT 26 '83
REFER TO Potter
FOR
Info Inves R/D O/R Sign Act File

cy 10/26

14. DATE 10-21-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

19-2

+

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 12, 1983

In Reply Refer to
File No.:

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan, P.E.
Project Unit Engineer

SUBJECT: Project Data Submission
Item No. 40026
Project No. HES-75(12)
Boones Ferry Road (Woodburn) Section
Marion County

Attached data consists of PR-1 forms with project maps, Investigation Report, Safety Priority Index System sheet, Collision Diagram, Signal Warrant, other traffic data and sketch map.

I request the following:

1) Concurrence that this project qualifies for the "Time-savings Procedures" enumerated in FHPM 8-2-3.

2) Authorization to proceed with all phases of preliminary work necessary to obtain PS&E approval at an estimated total cost of $10,000 with an obligation of $9,000 in Federal funds.

DRH:pf
Attachments

cc: L. E. George
C. O. Fredrickson, Region 2
General Files

Form 734-3122

9842

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: September 16, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Hillsboro-Silverton Highway @ Boones Ferry Road MP 37.87

Region 2 has requested a project to install traffic signals at the subject location.

Construction will be by contract. All phases of engineering will be performed by State Forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Hillsboro-Silverton Hwy @ Boones Ferry Rd (Woodburn) Marion County	$31,000	$27,900	$3,100

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

NOTED
L. E. GEORGE

L. E. GEORGE
Traffic Engineer

RHB
Attachments

RECEIVED
STATE HWY ENGR
SEP 23 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9-26
orig. to
Sorensen
cy George
file

APPROVED:

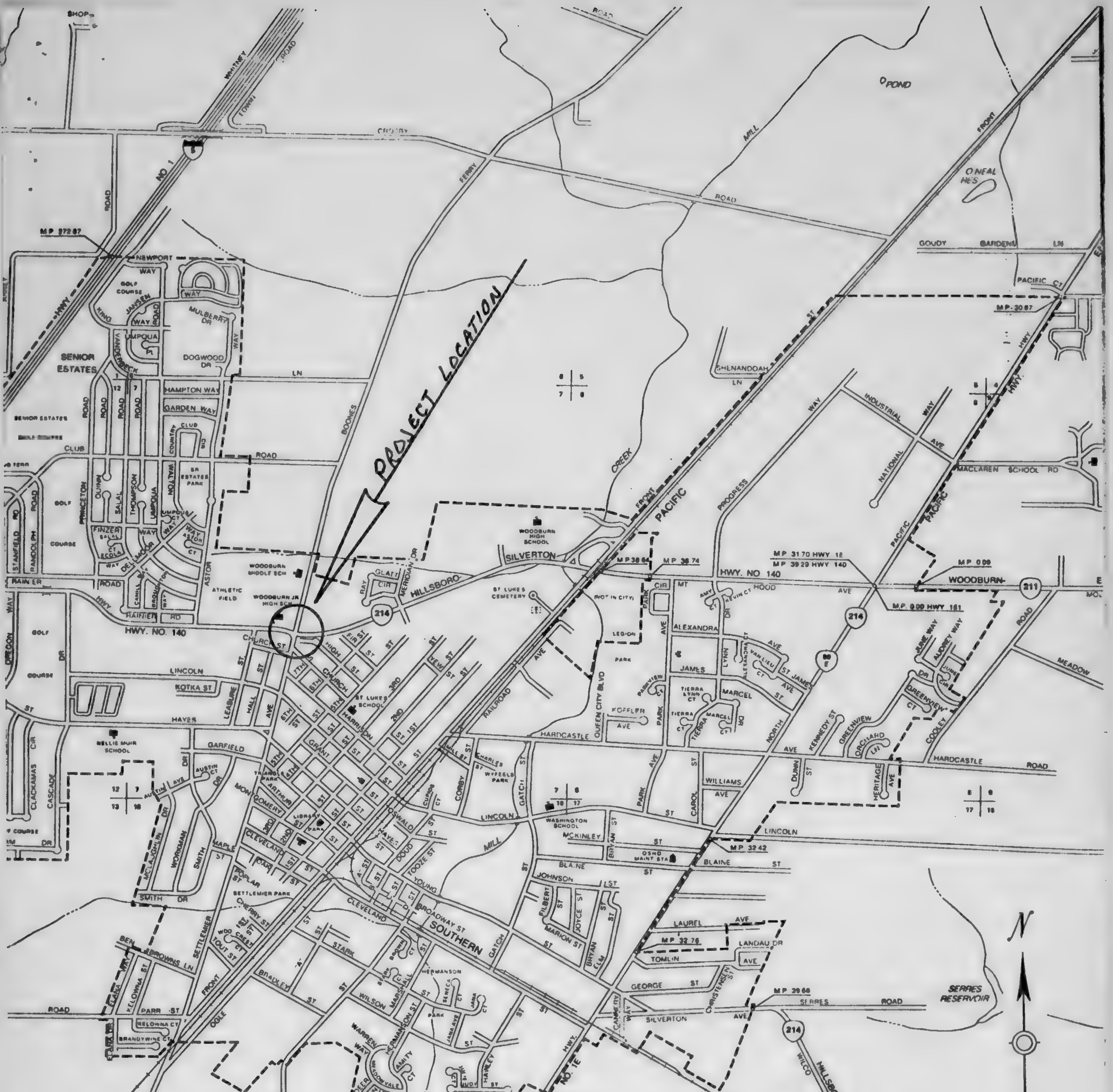
E S Hunter
for State Highway Engineer

DATE: 9-26-83

RECEIVED
SEP 26 1983
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

NOTED BY
D. R. WEAVER


PROJECT LOCATION
WOODBURN JR HIGH SCH
WOODBURN MIDDLE SCH
WOODBURN HIGH SCHOOL
ATHLETIC FIELD
SENIOR ESTATES
GOLF COURSE
ST LUKE'S CEMETERY
ST LUKE'S SCHOOL
NELLIE MUIR SCHOOL
WASHINGTON SCHOOL
LIBRARY PARK
SETTLEMIER PARK
LEGION PARK
SEWAGE LAGOONS
SERRES RESERVOIR
BELLE PASSI CEMETERY
POND
HWY. NO. 140
HWY NO 140
HILLSBORO
SILVERTON
214
211
99E
PACIFIC
PACIFIC HWY
HWY NO 1E
NO 1
CROSBY ROAD
BOONES FERRY
MILL CREEK
FRONT ST
SOUTHERN ROAD
BELLE PASSI ROAD
HARDCASTLE AVE
HARDCASTLE ROAD
LINCOLN
YOUNG
BROADWAY ST
CLEVELAND
GEORGE ST
BLAINE ST
MCKINLEY
PROGRESS WAY
NATIONAL WAY
INDUSTRIAL AVE
SERRES ROAD
KOEPNER RD
GOUDY GARDENS LN
MACLAREN SCHOOL RD
MEADOW
WOODBURN
MP 372.87
MP 30.67
MP 38.84
MP 38.74
MP 31.70 HWY 1E
MP 39.29 HWY 140
MP 0.00
MP 0.00 HWY 161
MP 32.42
MP 32.76
MP 39.68
MP 33.19
N

WOODBURN
AND VICINITY
MARION COUNTY, OREGON

1984 Cronin Cr. Br, Sec, Foss 9843
Road East of Wheeler
(paving, structure)

9843

Oregon Department of Transportation

INVOICE

AGENCY	INVOICE NUMBER	DOCUMENT NUMBER	RECEIPT DATE
02			

YOUR ORDER NUMBER	BILLING REQ. NUMBER	INVOICE DATE	VENDOR NUMBER
		03-22-90	53058-00

TO ENSURE PROPER CREDIT PLEASE RETURN A COPY OF THIS FORM WITH YOUR REMITTANCE

TILLAMOOK COUNTY
PUBLIC WORKS DEPARTMENT - MICHAEL MAHONEY
210 LAUREL AVENUE
TILLAMOOK, OR 97141

SEND REMITTANCE TO:

OREGON DEPARTMENT OF TRANSPORTATION
ACCOUNTING SERVICES
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

FOLD

T.C.	ORG. UNIT	EXP. ACCOUNT	SUB JOB	AT	ACTIVITY	OBJ DET.	REVENUE SOURCE	AGY. SRC.	AMOUNT	R	SFO
350	9901	RVF03080	000	01			844010	10	258.51	R	
350	9901	RVF03077	000	02			844010	10	3,912.35		

DESCRIPTION

Final settlement on BRS-A727 (3 & 4)
Cronin Creek (Foss Rd) Bridge
Please see attached itemized statement of final cost

SPECIAL INSTRUCTIONS FOR ACCOUNTING USE ONLY

TOTAL PRICE	
TOTAL AMOUNT DUE	3,653.84

734-1150A(10-89) IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: MIKE SHULTZ TELE: 378-6563

INVOICE PREPARER

9843

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 3/22/90

COUNTY: Tillamook AGREEMENT NO.: 7945 PROJECT NO.: BRS-A727(3&4)

CONTRACT NO. 9843 SECTION: Cronin Creek (Foss Rd.) Bridge

Preliminaty Engineering Prefix: C529-1989

	Participating	Nonparticipating
Project Manager	$ 41.13	$
Consultant (OBEC)	12,500.00	
Final Design	630.34	
Bridge Design	49.89	
Region Geology	625.33	
Audit Services	62.60	
Location Section	82.80	
Program Section	223.43	
Specifications	757.93	
Environmental Section	54.89	
Structure Foundations	2,179.12	
Total PE Cost	$ 17,207.46	$ 0.00

Construction Prefix: C10327

	Participating	Nonparticipating
Payment to Contractor	$ 82,005.99	$
Interest on final payment		205.34
Consultant Fees	12,300.89	1,209.11
Construction Section		348.32
Region Office Charges		280.24
Program Section		77.46
Materials Testing		1,517.02
Field Engineering		594.53
Technical Service Branch		255.95
Audit Services		163.00
Total Construction Cost	$ 94,306.88	$ 4,650.97

Summary

Participating P.E. Cost	$ 17,207.46
Participating Const. Cost	94,306.88
Total Participating Cost	$ 111,514.34

Federal Funds

P.E. (80%)	$ 13,765.97	
Const. (80%)	94,306.88	-89,211.47
SUBTOTAL		$ 22,302.87
Plus Nonparticipating Cost		4,650.97
Less County Advance Deposits		
P.E. AD #83-116	$ 3,700.00	
Constr. AD #84-68	19,600.00	23,300.00
BALANCE DUE FROM COUNTY		$ 3,653.84

MKS:pf

9843

ORIGINAL 8-26-87

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

114

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, Oregon 97310

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

STATE Oregon	FEDERAL AID PROJECT NO. BRS-A727 (4)
PROGRAM APPROVED	VOUCHER PERIOD From: 05/23/84 To: 08/26/87

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 98,957.85	$ 94,306.88	80%	$ 75,445.50	$ 75,445.50	$-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY ______ *State Highway Agency*

By ______ Assistant Controller *Authorized Officer* ______ *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $0.00

Adjustments $ ______

Amount Approved $ ______

SIGN ORIGINAL COPY ______ *Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	CRONIN CREEK (FOSTER ROAD) BRIDGE SECTION COUNTY ROAD Tillamook County					
	Construction Type Code X080 Structure No. 16720 (SAta. 3+25 to Sta. 7+07)					
	Final Contract Payment Summary	Lump Sum			$82,005.99	
	Construction Engineering					
	OBEC Consulting Engineers	All Required			$ 12,300.89	
	TOTAL PARTICIPATING PROJECT COST				$ 94,306.88	
	Non-Participating Project Costs					
	Interest on Final Payments	All Required			$ 205.34	
	OBEC Consulting Engineering	All Required			$ 1,209.11	
	State	All Required			$ 3,236.52	
	TOTAL NON-PARTICIPATING COST				$ 4,650.97	
	TOTAL PROJECT COSTS				$ 98,957.85	
	AMOUNT CARRIED FORWARD					

```
                     JOB COST SUMMARY RUN ON  03-20-90
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 03/17/90
                       FOR EXPENDITURE ACCOUNT C09843
                                              CREW   MSA        CURRENT       BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH           DATE
--          ------ -------- ---------- ------ -----       -------       ----------
C09843      000    010      001        0813                                 291.13
C09843      000    010      001        0821                                  25.67
OBJ-DETAIL 001                                                              316.80

ACTIVITY    010                                                             316.80 SUBTOTAL

C09843      000    899      302        [illegible]                       4,142.27
OBJ-DETAIL 302                                                            4,142.27

C09843      000    899      555        0521                                   8.43
OBJ-DETAIL 555                                                                8.43

ACTIVITY    899                                                           4,150.70 SUBTOTAL

C09843      000    900      001        1083                                 261.42
OBJ-DETAIL 001                                                              261.42

ACTIVITY    900                                                             261.42 SUBTOTAL

C09843      000    901      001        2060                                   9.74
OBJ-DETAIL 001                                                                9.74

C09843      000    901      504        7361                                  13.96
OBJ-DETAIL 504                                                               13.96

ACTIVITY    901                                                              23.70 SUBTOTAL

C09843      000    903      504        7400                                   5.07
OBJ-DETAIL 504                                                                5.07

ACTIVITY    903                                                               5.07 SUBTOTAL

C09843      000    940      001        8221                                  65.83
OBJ-DETAIL 001                                                               65.83

C09843      000    940      551        2042                                 129.00
OBJ-DETAIL 551                                                              129.00

ACTIVITY    940                                                             194.83 SUBTOTAL

SUB-JOB     000 SUBTOTAL                                                  4,952.52

C09843      001    899      349        2200                                 205.34

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                      JOB COST SUMMARY RUN ON  03-20-90
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 03/17/90
                         FOR EXPENDITURE ACCOUNT C09843

                                           CREW   MSA           CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH            DATE
--       ------ -------- ---------- ------ -----           -------       ----------
OBJ-DETAIL 349                                                              205.34

ACTIVITY   899                                                              205.34 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                     205.34

C09843   010     900        598      0521                                 4,282.62
C09843   010     900        598      9901                                   163.01
OBJ-DETAIL 598                                                            4,445.63

ACTIVITY   900                                                            4,445.63 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                   4,445.63

C09843   011     050        001      0570                                   163.00
OBJ-DETAIL 001                                                              163.00

ACTIVITY   050                                                              163.00 SUBTOTAL

C09843   011     899        299      2000                                94,476.41 ***
OBJ-DETAIL 299                                                           94,476.41

C09843   011     899        300      0100                                  -814.50
C09843   011     899        300      2200                                   -24.92
OBJ-DETAIL 300                                                             -839.42

ACTIVITY   899                                                           93,636.99 SUBTOTAL

C09843   011     900        598      0521                                -4,282.62
C09843   011     900        598      9901                                  -163.01
OBJ-DETAIL 598                                                           -4,445.63

ACTIVITY   900                                                           -4,445.63 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                  89,354.36

EA         C09843 TOTAL                                                  98,957.85


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  03-20-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 03/17/90
                          FOR EXPENDITURE ACCOUNT C5291989

                                           CREW   MSA         CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--        ------ -------- ---------- ------ -----          -------      ----------
C5291989 011     899      299        0100                                17,207.46 ***
OBJ-DETAIL 299                                                           17,207.46

ACTIVITY   899                                                           17,207.46 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                  17,207.46

EA         C5291989 TOTAL                                                17,207.46


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

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[illegible] LEDGERS                                                        JUNE 1985          PAGE 447

                                                                           FISCAL             GRAND TOTAL        [illegible]
DESCRIPTION                    PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH  YEAR TO DATE       TO DATE            BEG      END

[illegible] BRIDGE           CONT NO 9843   FA PROJ NOS BRS A727004 100                                          STATE
                               529     1020     201     00 P 1                82,845.41          82,845.41     [illegible]
                               529     1020     204     00 P 1                [illegible]CR      [illegible]CR [illegible]
                               529     1020     296     00 N 9                95,19[illegible]CR [illegible]CR [illegible]
                               529     1020     297     00 N 9                [illegible]        [illegible]   [illegible]
                               529     1020     298     00 N 9                [illegible]        [illegible]   [illegible]
                               529     1020     900     00 P 1      06           264.35             295.91     [illegible]
                               529     1020     904     00 P 1              13,510.00          13,510.00       [illegible]
                               529     1020     920     00 P 1     .18CR          39.[illegible]     77.46     [illegible]
                               529     1020     940     00 P 1     .01         1,314.[illegible]  1,314.[illegible] [illegible]
                               529     1020     941     00 P 1     .02        [illegible]        [illegible]   [illegible]
                               529     1020     944     00 P 1     .[illegible]CR  152.[illegible]  [illegible] [illegible]
                               529     1020     945     00 P 1     .14CR          31.52              31.52      84
                               529     1020     946     00 P 1    1.09CR         294.40             254.40      84
                               529     1020     948     00 P 1     .11CR          [illegible]        [illegible] [illegible]
                                                TOT     P1        1.43CR      94,303.66          94,476.41
                                             ** JOB TOTALS **     1.4[illegible]CR**  94,303.66  **  94,476.41  **

[illegible] R CONT NO            FA PROJ NOS RRS B574001 100                                                        STATE
                               530     1007     205     01 P 1    1,0[illegible].77CR  1,321.59CR     1,321.[illegible] [illegible]
                               530     1007     270     01 P 1   21,475.40     26,437.74          26,437.74        [illegible]
                               530     1007     270     02 P 1       33.08         51.37              51.37       [illegible]
                               530     1007     296     00 N 9   18,361.47CR   22,622.[illegible]CR  22,62[illegible] [illegible]
                               530     1007     298     00 N 9   18,361.47     22,622.30          22,622.30        [illegible]
                               530     1007     948     00 P 1        7.77         16.07              16.07       [illegible]
                                                TOT     P1       20,442.48     25,183.29          25,183.29
                                             ** JOB TOTALS **    20,442.48  **  25,183.29  **     25,183.29  **

[illegible] BR & FEED[illegible] R CONT NO      FA PROJ NOS RRS B574002 100                                         STATE
                               530     1010     296     00 N 9                    20.00CR            20.00CR   25       25
                               530     1010     298     00 N 9                    20.00              20.00     [illegible]
                               530     1010     920     00 P 1         .10CR      22.12              22.12     25       [illegible]
                                                TOT     P1             .10CR      22.12              22.12
                                             ** JOB TOTALS **          .10CR**    22.12  **          22.12  **

                             CONT NO            FA PROJ NOS                                                          STATE
                               530     1033     296     00                                          356.68CR   84       84
                               530     1033     299     00                                          356.68     84       84
                                                TOT     00
                                             ** JOB TOTALS **              **                **                **

                             CONT NO            FA PROJ NOS                                                          STATE
                               530     1025     296     00                                          [illegible]CR  84   [illegible]
```

9843

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

Contract #9843

REGION NO. 10	REPORT NO. 1	COUNTY Tillamook	DIVISION Oregon
DATE OF REPORT 07-29-87	REPORT MADE BY 7-29-87 C. O. Fredrickson, Construction Engineer		PROJECT NO. BRS A727(4)
COMPLETION DATE (Actual) 11-14-84	ACCEPTANCE DATE BY CONRTACT AGENCY 10-09-86	TIME ELAPSED 100 %	CONTRACT TIME 120 CD

LOCATION
Cronin Creek Bridge Section of Foss Road (County Road 507) about 17 miles east of Wheeler.

~~The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Fun~~
(Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
AUG 26 '87
REFER TO
Fredrickson
FOR

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

9/8

1. Description of Improvement as Programed:

   A. Construction of roadbed grading, aggregate base, and asphalt concrete pavement.

   B. Construction of Bridge No. 16683 over Cronin Creek.
   Length: 60 ft. Roadway width: 23.5 ft.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: A. K. Lundmark and Son, Inc.

3. Contract Amount: $82,005.99

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official)

Title Construction Engineer

FHWA FINAL INSP 7-31-85

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE	
TITLE Area Engr	DATE 8/24/87	TITLE Dist Engr	DATE 8/26/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9843

2

December 26, 1986

COM 5 - #9843

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On October 13, 1986, we wrote to you concerning release of final payment on Contract No. 9843 awarded to A. K. Lundmark & Son, Inc. for work on the Cronin Creek (Foss Road) Bridge Section in Tillamook County.

Final payment on this contract is $975.08 and the total contract amount is $82,005.99. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cc: A. K. Lundmark & Son, Inc.
30908 S. Wall Street
Colton, OR 97017

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

cgc

9843

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9843

TO: Commission Services

DATE: October 9, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9843, On Site Work Substantially Completed November 14, 1984

All Work Completed September 25, 1986

Project Cronin Creek (Foss Road) Bridge

Highway Foss Road (County Road No. 507)

County Tillamook

Type of Work Grading, Paving and Structure

Contractor A. K. Lundmark and Son, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-13-86 - Surety letter written.

RECEIVED
OCT 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1967

9843

1/

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
CONSTRUCTION ENGINEER

DATE: 9-26-85

CON 2

SUBJECT: Material Quality Review

In response to Jerry Wimer's memo dated 8-29-85, the following is a status report of projects completed prior to 5-1-85.

Contract No.	Project Name	Second Notification	Status
9469	Nehalem River Br.	11-14-84	PCC low strengths being reviewed by PM for price adjustment.
9568	Chemawa Intrchg.	10-2-84	Test Result Summary and material price adjustment being reviewed by PM.
9619	Chemawa Int.-Pine Street	1-16-85	Test Result Summary being reviewed by PM.
9651	Linn Co. Line - Suttle Lake	11-2-84	Final Payment has been made
9843	Cronin Creek -	11-14-84	Records submitted to (Foss Rd.) Br. Construction.
9852	Willamette River (Independence) Br.	2-15-85	Contractor claim pending; being reviewed by PM.

Kenneth E. Husby
REGION CONSTRUCTION ENGINEER

KEH:RET:lg
cc: W.E. Schwartz
Bill Piete - Expedite your review and submit ASAP.
Ken Stoneman - Expedite your review and submit ASAP.
0926L3

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 30 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1307

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 112	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Tillamook
MODIFICATION NUMBER 1		Project Number BRS-A727(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 13, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 97,896.00	$ 102,373.00
Federal funds	$ 78,316.00	$ 81,898.00
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of December, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 4, 1984

FEDERAL AID PROJECT NO. BRS-A727(4)

CRONIN CREEK (FOSS RD.) BRIDGE SECTION
TILLAMOOK COUNTY ROAD

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE NO. 16720 (STA. 3+25 to STA. 7+07)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
1"-0 Aggregate Base	$ 8.75	900	$ 7,875.00	954.79	$ 8,354.41
Loose Riprap, Class 400	20.00	170	3,400.00	218.75	4,375.00
Furnish HP 10X42 Steel Piling (PA #1)	13.00	---	---	159	2,067.00
	Subtotals		$11,275.00		$14,796.41

Increase	$ 3,521.41
Subtotal from estimate of July 12, 1984	85,499.00
Subtotal	$ 89,020.41
Engineering	13,352.59
Total	$ 102,373.00

Length of Structure 0.011 mi.

Federal Funds (80%)	$ 81,898.00
County Funds	20,475.00
Total	$ 102,373.00

Group 1	100%
Contract No.	9843
Prefix:	529-1989
Prefix:	529-1020

WH:bkb

9843

STATE COPY

TO BE COMPLETED BY FHWA 7-122	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Tillamook PROJECT NO. BRS-A727(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cronin Creek (Foss Road) Bridge approximately 11.3 miles S.W. of Elsie.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-23-84	0.011
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 97,896	$ 78,316

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
For Manager, Program Section
(Title)
XXX For: W.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator JUL 13 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon July 12, 1984

Federal Aid Project No. BRS-A727(4)

Cronin Creek (Foss Rd.) Bridge Section
County Road
Tillamook County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure No. 16720 (Sta. 3+25 to Sta. 7+07)

Mobilization	Lump Sum	All	Lump Sum	$	2,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		1,200.00
Temporary Signs	Sq. Ft.	254	8.00		2,032.00
Temporary Barricades	Each	2	65.00		130.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	150	20.00		3,000.00
Flaggers	Hour	50	10.00		500.00
Temporary Delineators, Type 3	Each	15	18.00		270.00
Detour Roadway	Lump Sum	All	Lump Sum		3,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum		2,500.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum		2,500.00
General Excavation	Cu. Yd.	1,100	3.00		3,300.00
1"-0 Aggregate Base	Ton	900	8.75		7,875.00
Guard Rail, Type 2A	Lin. Ft.	100	18.00		1,800.00
Guard Rail, Type 3	Lin. Ft.	100	28.00		2,800.00
Guard Rail Anchors, Type 1	Each	4	325.00		1,300.00
Rail End Pieces, Type C	Each	4	75.00		300.00
Loose Riprap, Class 400	Cu. Yd.	170	20.00		3,400.00
Bridge Removal Work	Lump Sum	All	Lump Sum		2,500.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum		1,000.00
Structure Excavation	Cu. Yd.	60	10.00		600.00
Special Wall Backfill	Cu. Yd.	20	15.00		300.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum		2,500.00
Furnish HP 10X42 Steel Piling	Lin. Ft.	200	13.00		2,600.00
Drive Steel Piling	Lin. Ft.	200	1.00		200.00

Structural Concrete, Class 3300	Lump Sum	All	Lump Sum		3,800.00
Reinforcement	Lump Sum	All	Lump Sum		1,500.00
4'x60'/65' Prestressed Slabs	Each	6	4,400.00		26,400.00
Metal Rail with Tubing	Lin. Ft.	138	34.00		4,692.00
				$	83,999.00

Anticipated Items

Temporary Erosion Control	All Required		$	1,000.00
Roadside Seeding and Mulching	All Required			500.00
			$	1,500.00
		Subtotal	$	85,499.00
		Engineering		12,397.00
		Total	$	97,896.00

Length of Structure		0.011 mi.
Federal Funds (80%)	$	78,316.00
County Funds		19,580.00
Total	$	97,896.00

Group 1 100%
Contract No.9843
Prefix 529-1989 P.E.
529-1020

WH:bkb

OBEC #97-27

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Cronin Creek (FOSS ROAD) Bridge	WEEK ENDING 11-17-84
		SECTION PREFIX 529-1020
	HIGHWAY Foss Road, Co.Rd.No.#507	COUNTY Tillamook
NAME OF JOB Cronin Creek Bridge	KIND OF WORK Grading, Paving, and Structure	
CONTRACTOR A.K. Lundmark & Son, Inc.	CONTRACT NUMBER 9843	FEDERAL AID PROJECT NUMBER BRS-A727 (4)
DATE OF CONTRACT 7-6-84	DATE WORK STARTED 8-8-84	ESTIMATED COMPLETION DATE 11-14-84
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS N/A SPECIFIED CALENDAR DAYS 120	WORK DAYS USED N/A CALENDAR DAYS USED 120
PROJECT AUTHORIZATION: $97,896.36	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100%
EXCLUSIVE OF ENGINEERING: $89,346.46	ENGINEERING AUTHORIZATION $14,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $81,500.00	ENGINEERING COST TO DATE $14,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 8.8 %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: 11-14-84

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Detour	
100%		100%	100%			100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.06	.06			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.06	.06			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,100 CY	900 ton			
TOTAL QUANTITIES CORRECTED TO DATE	900 CY	955 ton			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	900 CY	955 ton			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Guardrail anchor anuger, pickup, and misc. hand tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16683							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
11-11-84 SUNDAY	rain	1	0	
MONDAY 12	showers	1	0	
TUESDAY 13	rain	1	0	
WEDNESDAY 14	mostly fair	1	0	PROJECT COMPLETE ON THIS DATE.
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV [illegible] 1984
CONSTRUCTION SECTION

COC ..... CM ..... LS ..... TC .....
CA ..... S.A. ..... CC .....
CA I ..... FE .....
CP ..... MA .....
LLO ..... GCS .....
FILE .....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

11-11-84 SUNDAY	No work.
12 MONDAY	No work.
13 TUESDAY	No work.
14 WEDNESDAY	Drilled the guardrail anchors and set posts and poured concrete around same. Mounted the final flex beam rail and installed the type end pieces. PROJECT COMPLETE except for minor final checklist items.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: Project complete.
Some final checklist cleanup work.

THIS IS THE FINAL WEEKLY REPORT TO BE SUBMITTED FOR THIS CONTRACT.

SIGNED Jerry E. Bishop for
Gary R. Gilliam, OBEC
LOCATION Cloverdale

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP•F216

9843

ORIGINAL 9-27-84 529-1989

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITAL BUILDING, SALEM, OR 97310

STATE OREGON	FEDERAL AID PROJECT NO. BRS-A727(3)
PROGRAM APPROVED	VOUCHER PERIOD From: 11-4-83 To: 5-22-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$17,207.46	$17,207.46	80%	$13,765.97	$13,765.97	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY OREGON *State Highway Agency*

By CONTROLLER *Authorized Officer* 9-27-84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	CRONIN CREEK (FOSS ROAD)					
	COUNTY ROAD IN TILLAMOOK COUNTY					
	PRELIMINARY ENGINEERING					
	TYPE CODE PE					
	STATE	ALL REQUIRED			$ 4,644.86	
	WORK BY OBEC CONSULTING ENGINEERS	ALL REQUIRED			12,500.00	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$17,144.86	
	MISC. PROJECT COST					
	AUDIT EXPENSE	ALL REQUIRED			$ 62.60	
	TOTAL PROJECT COST				$17,207.46	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 10-4-84.					
	AMOUNT CARRIED FORWARD					

801
BILLING NUMBER 18

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

11/08/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
528-1963	1*	RS -B440-001 APPR-075	2,201.55	2,497.50	2,497.50	88.15	2,201.55	2,201.55		
529-1984	1*	BRS -A722-001 APPR-114	34,282.10	42,852.63	42,852.63	80.00	34,282.10	34,282.10		
529-1987	1	BROS-2900-004 APPR-114				80.00				
529-1969	1*	BRS -A727-003 APPR-114	13,765.97	17,207.46	17,207.46	80.00	13,765.97	13,765.97		
529-1990	1	BRS -A720-001 APPR-118	48,800.00	24,057.51	24,057.51	80.00	19,246.01	19,246.01		
529-1993	1	RS -A713-001 APPR-075	55,974.00	2,292.35	2,292.35	86.15	2,025.11	2,025.11		
530-[illegible]	1	HES -0005-001 APPR-141	900.00	148.59	148.59	90.00	133.73	133.73		
530-196[illegible]	1	RS -B571-002 APPR-075	31,514.00	39,801.22	39,710.84	88.15	35,005.11	31,514.00	3,491.11 B	
530-1978	1	RRS -B573-001 APPR-138	1,800.00	352.87	352.87	90.00	317.58	317.58		
530-1980	1	RRS -B572-001 APPR-1[illegible]	1,800.00	122.89	122.89	90.00	110.60	110.60		
530-1981	1	RRS -B574-002 APPR-138	1,800.00	123.89	123.89	90.00	111.50	111.50		
530-1982	1	RRS -B574-001 APPR-13[illegible]	1,800.00	126.83	126.83	90.00	114.15	114.15		
530-1985	1*	BRS -B573-002 APPR-114	10,103.66	12,645.96	12,629.57	80.00	10,103.66	10,103.66		
530-1990	1	BRS -B536-001 APPR-118	25,920.00	9,911.42	9,911.42	80.00	7,929.14	7,929.14		
531-1934	1*	RRS -B618-002 APPR-138	6,338.71	7,043.01	7,043.01	90.00	6,338.71	6,338.71		
531-1963	1*	BRS -B619-003 APPR-118	13,453.94	16,910.93	16,817.43	80.00	13,453.94	13,453.94		
532-1902	1*	BRS -B636-001 APPR-118	17,780.73	22,227.84	22,225.91	80.00	17,780.73	17,780.73		
533-1943	1*	BRS -B407-001 APPR-118	15,774.47	19,718.09	19,718.09	80.00	15,774.47	15,774.47		
533-1947	1	RS -B417-001 APPR-075	29,970.00	9,551.87	9,287.23	88.15	8,186.69	8,186.69		
534-1901	1*	HES -9022-005 APPR-141	7,699.74	8,555.27	8,555.27	90.00	7,699.74	7,699.74		
534-1904	1*	HES -A663-001 APPR-141	10,908.98	12,121.09	12,121.09	90.00	10,908.98	10,908.98		
534-1948	1*	BRS -A690-001 APPR-118	19,816.37	24,779.46	24,770.46	80.00	19,816.37	19,816.37		
534-1949	1*	BRS -A685-004 APPR-118	29,111.50	36,389.38	36,389.38	80.00	29,111.50	29,111.50		
534-1950	1*	BRS -A677-001 APPR-11[illegible]	42,304.83	53,246.88	52,881.04	80.00	42,304.83	42,304.83		
534-1953	1	BRS -A[illegible] APP[illegible]	27,360.00	11,386.01	10,886.77	80.00	8,709.42	8,709.42		
534-1970	1*	RS -A636-001 APPR-075	55,585.81	65,612.66	64,807.99	85.77	55,585.81	55,585.81		

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS SEPTEMBER 1994 PAGE 918

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
CHANGE TO PREF!X 229-1988 CONT NO * FA PROJ NOS BROS2900004 100										STATE
	529	1987	296	00	N 9				1,234.00CR	
	529	1987	297	00	N 9				1,234.00	
		** JOB TOTALS **					**	**	**	
CRONIN CR (FOSS RD) BR CONT NO * FA PROJ NOS BRS A727003 100										STATE
	529	1989	[illegible]	00	N 9			54.83	54.83	
	529	1989	[illegible]	00	N 9			2,252.04CR	17,343.17CR	
	529	1989	297	00	N 9			1,491.36	3,643.17	
	529	1989	298	00	N 9			203.05	13,643.17	
	529	1989	901	00	P 1	PROGRAM MANAGER			41.13	
	529	1989	904	00	P 1	CONSULTANT FEES			12,500.00	
	529	1989	905	00	P 1	FINAL DESIGN		6.00	630.34	
	529	1989	906	00	P 1	BRIDGE DESIGN			49.89	
	529	1989	910	00	P 1	REGION GEOLOGY			625.33	
	529	1989	915	01	P 1	AUDIT SERVICES			62.60	
	529	1989	918	00	P 1	LOCATION			82.80	
	529	1989	920	00	P 1	PROGRAM SECTION			223.43	
	529	1989	921	00	P 1	SPEC'S			757.93	
	529	1989	923	00	P 1	ENVIRON			54.89	
	529	1989	926	00	P 1	STRUCTURAL FOUNDATION		147.50	2,179.12	
			TOT		P1			153.50	17,207.46	
		** JOB TOTALS **					**	153.50 **	17,207.46 **	
NESTUCCA RIVER(WOODS) BR CONT NO FA PROJ NOS BRS A720001 100										STATE
	529	1990	296	00	N 9		2,713.43CR	14,059.63CR	17,465.13CR	
	529	1990	297	00	N 9		2,699.96	3,246.33	4,466.33	
	529	1990	298	00	N 9		13.47	10,813.30	12,998.80	
	529	1990	901	00	P 1		9.01	25.85	25.85	
	529	1990	904	00	P 1		4,100.00	17,600.00	20,100.00	
	529	1990	915	00	P 1				71.50	
	529	1990	918	00	P 1				2.79	
	529	1990	920	00	P 1				157.37	
			TOT		P1		4,109.01	17,625.85	20,357.51	
		** JOB TOTALS **					4,109.01 **	17,625.85 **	20,357.51 **	
N FK NEHALEM R(MCDNL RD) CONT NO FA PROJ NOS RS A713001 100										STATE
	529	1993	296	00	N 9				387.69CR	
	529	1993	297	00	N 9				381.00	
	529	1993	297	00	N 9					
	529	1993	298	00	N 9				6.69	
	529	1993	901	00	P 1		89.76	89.76	89.76	
	529	1993	904	00	P 1		600.00	600.00	600.00	
	529	1993	918	00	P 1				7.59	
			TOT		P1		689.76	689.76	697.35	
		** JOB TOTALS **					689.76 **	689.76 **	697.35 **	

August 6, 1984

CON 5

#9843

A. K. Lundmark & Son, Inc.
30908 S. Wall Street
Colton, OR 97017

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9843 for work on the Cronin Creek (Foss Road) Bridge Section of (Foss Rd.-County Rd. No. 507) in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bk

Enclosure

cc: United Pacific Insurance Co.
825 NE Multnomah, Suite 800
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Duane Christensen

Phil Stearns

OBEC Consulting Engineers
244 Country Club Road
Eugene, OR 97401

A. K. LUNDMARK AND SON INC.
Jerry Lundmark, President
30908 South Wall Street
COLTON, OREGON 97017

JUNE 18, 1984

Oregon State Highway Division
Salem Oregon

ref: DBE goals: Cronin Creek (Foss Road) Bridge #9843

Subcontractor Arrow Brothers Corp. AGC Center No 310 (450 SW Commerce Circle
Wilsonville, Oregon 97070

Item	Unit price	Amount
5.	$ 20.00	$ 3,000.00
7.	18.00	270.00
13.	18.00	1,800.00
14.	28.00	2,800.00
15.	325.00	1,300.00
16.	75.00	300.00

Bob Gormsen (121)
REGION 2
Rec'd 11^{20} am 6-20-84

RECEIVED
JUN 21 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9843

t

July 11, 1984

A. K. Lundmark & Son, Inc.
30908 South Wall Street
Colton, OR 97017

CON 5
#9843

Gentlemen:

On July 6, 1984, we mailed to you for signing Contract No. 9843 for work on the Cronin Creek (Foss Road) Bridge in Tillamook County.

It has been called to our attention that there is an error in the contract on the itemized unit price, on Item 23 page 2. The unit and unit price amounts were not converted correctly from your proposal.

Attached are three copies of Sheet No. 2 of the itemized unit prices. We have made the corrections to correspond with your proposal. Would you please initial these changes and return two copies to 121 Transportation Building, Salem, OR 97310. The State Highway Engineer will also initial them and the corrected page will be inserted in your signed copy of the contract when it is returned to you.

We are sorry for this inconvenience.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKM:dc
Atts.

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Duane Christensen
Phil Stearns
OBEC Consulting Engineers
Gary Potter
Dave Battee
Jack Sollis

CRONIN CREEK (FOSS RD) BRIDGE SHEET NO 2

NO.	ITEM AND QUANTITY		UNIT	UNIT PRICE	AMOUNT
023	FURNISH HP 10X42 STEEL PILING	200.000 ~~1.000~~	LIN FT	LUMP SUM ~~2,600.0000~~	2,600.00
024	DRIVE STEEL PILES	200.000	LIN FT	1.0000	200.00
025	STRUCTURAL CONCRETE CLASS 3300	1.000	LUMP SUM	3,800.0000	3,800.00
026	REINFORCEMENT	1.000	LUMP SUM	1,500.0000	1,500.00
027	4'X60'/65' PRESTRESSED SLABS	6.000	EACH	4,400.0000	26,400.00
028	METAL RAIL WITH TUBING	138.000	LIN FT	34.0000	4,692.00
			TOTAL AMOUNT OF CONTRACT		83,999.00

Cronin Creek (Foss Road) Bridge Section
Grading, Paving and Structure

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
13.	Guard Rail, Type 2A	Lin.Ft.	100	$ 18.00	$1800.00
14.	Guard Rail, Type 3	Lin.Ft.	100	28.00	2800.00
15.	Guard Rail Anchors, Type 1	Each	4	325.00	1300.00
16.	Rail End Pieces, Type C	Each	4	75.00	300.00
17.	Loose Riprap, Class 400	Cu.Yd.	170	20.00	2800.00
	STRUCTURE				
18.	Bridge Removal Work	Lump Sum	All	Lump Sum	2500.00
19.	Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	1000.00
20.	Structure Excavation	Cu.Yd.	60	10.00	600.00
21.	Special Wall Backfill	Cu.Yd.	20	15.00	300.00
22.	Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	2500.00
23.	Furnish HP 10x42 Steel Piling	Lin.Ft.	200	Lump Sum	2600.00
24.	Drive Steel Piles	Lin.Ft.	200	1.00	200.00
25.	Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	3800.00
26.	Reinforcement	Lump Sum	All	Lump Sum	1500.00
27.	4'x60'/65' Prestressed Slabs	Each	6	4400.00	26400.00
28.	Metal Rail With Tubing	Lin.Ft.	138	34.00	4692.00

Total Amount of Bid $ 83,399.00

9843

June 21, 1984

Tillamook County Board
of Commissioners
Tillamook, Oregon 97141

Attention: Jon Oshel
Director of Public Works

Subject: Cronin Creek (Foss Road) Bridge
Tillamook County
Project #BRS-A727(4)

On June 14, 1984 the Highway Division received a satisfactory bid from A. K. Lundmark & Sons, Inc., 30908 S. Wall Street, Colton, Oregon 97017 for the subject project.

This is a Highway Bridge Replacement (HBR) project, and as per our Agreement No. 7945, the County is requested to deposit their share of the project cost as computed below:

Contractor's Bid	$83,999.00
Anticipated Items	1,500.00
Subtotal	$85,499.00
Contingencies (4 1/2%)	3,847.45
Engineering (10%)	8,549.90
Total Contract Cost	$97,896.35
Less Federal Funds (80%)	78,317.08
County Share (20%)	$19,579.27
County Share and Advance Deposit	$19,600

We will award the contract when we receive your deposit in the amount of $19,600 which should arrive no later than July 6, 1984. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

RECIEVED 7-6-84
L61P

MKS:JC
Attachments

bcc: W/AD #84-68 Phil Stearns-Region 2
Vern Skoog-Please return completed AD #84-68 when advance deposit is received.

9843 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A727(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Tillamook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40009

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/23/84

8. FEDERAL ROUTE NUMBER Secondary A727

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Cronin Creek (Foss Road) Bridge #57C03

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 5/21/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $150,000, Federal Funds $120,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 5/15/84 that provisions of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter

OMI
Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

9843 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A727(4)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Tillamook
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40009

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/23/84
8. FEDERAL ROUTE NUMBER Secondary A727
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Cronin Creek (Foss Road) Bridge #57C03

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

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The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
JUN 6 '84
REFER TO

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5/23/84	Secondary A727	County Road

10. GENERAL LOCATION:

Cronin Creek (Foss Road) Bridge #57C03

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 5/21/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $150,000, Federal Funds $120,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 5/15/84 that provisions of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
JUN 6 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to
6/6

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/23/84	G. K.	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

/ (8

Section Cronin Creek (Foss Rd.) Bridge

9843

Highway Foss Road (Co. Rd. No. 507)   Project Length 0.07 mi.

5-22-84

County Tillamook   Completion Time 120 CD

Kind of Work Grading, Paving, Structure   Est. Comp. Date Nov. 12, '84

Prefix 529 - 1989   Letting Date June 14, '84   Project No. BRS - A727(4)

Revisal Received 5-22-84
10:30 AM C.L.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 101,439 00 ~~114,339 00~~

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control	1,000	
State Furnished ______		$ 1,500 00 ~~1,000 00~~
Roadside Seeding & Mulching	500	
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages.		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		

revised
5-~~21~~ 22-84

Subtotal $ 102,939 00 ~~115,839 00~~ ~~115,339 00~~

Contingencies (4-1/2%) . . . . 4,632 26 ~~5212 76~~ ~~5,190 26~~

Engineering (~~8~~, [✓ 9], ~~10~~%) . . . . ~~Subtotal~~ 9,264 51 ~~10,425 51~~ ~~10,380 51~~ $

Credit for ______________________ . . . .

Estimated Net Authorization, Construction . . . . $ ~~130,709 77~~ ~~131,477 27~~ 116,835 77

APPROVED

____
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Cronin Creek (Foss Road) Bridge
COUNTY TILLAMOOK
SHEET 1 OF 2
KIND OF WORK Grading, Paving, Structure
KEY NUMBER
LENGTH 0.07 mi
DATE 4/12/84
NAME Bricher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization		All	All	-	9,000-
2	Temporary Protection and Direction of Traffic		All	All	-	5,500-
3	Temporary Signs		Sq. Ft.	254	6-	1,524-
4	Temporary Barricades		Each	2	70-	140-
5	Temporary Concrete Barriers, Reflectorized		Lin. Ft.	150	16-	2,400-
6	Flaggers		Hour	50	13-	650-
7	Temporary Delineators, Type 3		Each	15	15-	225-
8	Detour Roadway		All	All	-	5,000-
	ROADWORK					
9	Clearing and Grubbing		All	All	-	1,000-
10	Removal of Structures and Obstructions		All	All	-	500-
11	General Excavation		Cu. Yd.	1,100	6-	6,600-
12	1"-0 Aggregate Base		Ton	900	10-	9,000-
~~13~~	~~Class "C" Asphalt Concrete~~		~~Ton~~	~~270~~	~~45-~~	~~12,150-~~
13 ~~14~~	Guard Rail, Type 2A		Lin. Ft.	100	20-	2,000-
14 ~~15~~	Guard Rail, Type 3		Lin. Ft.	100	26-	2,600-
15 ~~16~~	Guard Rail Anchors, Type 1		Each	4	400-	1,600-
16 ~~17~~	Rail End Pieces, Type C		Each	4	100-	400-
~~18~~	~~Extra for Asphalt Approaches~~		~~Each~~	~~5~~	~~150-~~	~~750-~~
17 ~~19~~	Loose Riprap, Class 400		Cu. Yd.	170	35-	5,950-

734-1736 (REV. 2-84)

SUMMARY–BID SCHEDULE–[✓ COST ESTIMATE]

OREGON STATE HIGHWAY DIVISION

SECTION Cronin Creek (Foss Road) Bridge		COUNTY TILLAMOOK		SHEET 2 OF 2
KIND OF WORK Grading, Paving, Structure	KEY NUMBER	LENGTH 0.07 mi.	DATE 4/12/84	NAME Bricher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
18 ~~20~~	Bridge Removal Work		All	All	-	1,500-
19 ~~21~~	Shoring, Cribbing, Etc.		All	All	-	1,000-
20 ~~22~~	Structure Excavation		Cu. Yd.	60	12-	720-
21 ~~23~~	Special Wall Backfill		Cu. Yd.	20	15-	300-
22 ~~24~~	Furnish Pile Driving Equipment		All	All	-	4,000-
23 ~~25~~	Furnish HP10×42 Steel Piling		Lin. Ft.	200	15-	3,000-
24 ~~26~~	Drive Steel Piling		Lin. Ft.	200	2-	400-
25 ~~27~~	(20 c.y. @ \$250) Structural Concrete, Class 3300		All	All	-	5,000-
26 ~~28~~	(2,800 lbs. @ \$$0^{50}$) Reinforcement		All	All	-	1,400-
27 ~~29~~	4'×60'/65' Prestressed Beams		Each	6	4,200-	25,200-
28 ~~30~~	Metal Rail with Tubing		Lin. Ft.	138	35-	4,830-
					Struct. subT.	47,350-

734-1736 (REV. 2-84)

9843

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

May 10, 1984
IN REPLY REFER TO
HFO.2-OR

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project BRS-A727(4)
Cronin Creek (Foss Road) Bridge
Tillamook County
Deviation from Standards

We have reviewed Mr. Potter's Arpil 18, 1984 request for a deviation from standards on the subject project. He proposes a 24 foot wide structure (23'-6" effective width) at this location because:

1. Low speed traffic - the existing roadway is a graveled surface with operating speeds of 30-35 mph.
2. ADT is only 80.

We concur that his proposed width is appropriate for this project. We do, however, question the need for the proposed AC paved approaches.

Sincerely yours,

G.K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (G Potter)

RECEIVED
ASST STATE HWY ENGR
MAY 14 '84
REFER TO
Potter
FOR
Info | Inves | R/D | O/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
MAY 11 '84
REFER TO
[illegible]
FOR
Info | Inves | R/D | O/R | Sign | Act | File

cy Hunter

9843

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: April 18, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40009
Project No. BRS-A727(4)
Cronin Cr. (Foss Rd.) Br. Sec.
County Road
Tillamook County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on May 24, 1984.

DRH:bkb
Attachments

cc: D.O. Christensen (Region 2)
Mike Shultz (w/attach.)
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expi

U.S. DEPARTMENT
BUREAU OF

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

4-18-84

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 11.3 S.W. of Elsie	ADT	PRESENT 80 10 DHV	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER	PREFIX LETTER(S) BRS-	NUMBER A727	SEQ. NO. (4)

CARD	CLASS OF FEDERAL FUNDS Bridge Replacement (20%-Off-System/On-System)	COUNTY NAME Tillamook				CODE 057	PRO
	NAME OF URBAN AREA ----	ROUTE NO. S	FEDERAL-AID A727	STATE Co. Rd.	U.S. ----		☐

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHAR PROP (Full
1	(10-15)	16	41	42	43 46	50		(54) (58)	(58) (66)	(67) (76)			
5					PE								
5					ROW								
5					CONST (CODE) X080	(09)	"Cronin Cr. (Foss Rd.) Br. Sec."	0.011	150,000	120,000		30,000	
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.011	150,000	120,000		30,000	
1	14	PROGRAM APPROVAL DATES											

REMARKS
Additional Data: Item No. 40009; Project No. BRS-A727(3).

-over

USCOMM DUS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1
(REV. 4-61)

NO.

4-18-84

PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 11.3 S.W. of Elsie	ADT	PRESENT 80 10 DHV	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 114	ITEM NO. 40009

OPOSED WORK (35 typewriter Bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BRS- NUMBER A727 SEQ. NO. (4)	I. Projects Only POST MI. DESIG.

AL FUNDS
Bridge Replacement (20%-Off-System/On-System)

AREA

COUNTY NAME Tillamook CODE 057

ROUTE NO. S FEDERAL-AID A727 STATE Co. Rd. U.S. ----

PROGRAM STAGE ☐ 1 OR ☐ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) X080	(09)	"Cronin Cr. (Foss Rd.) Br. Sec."	0.011	150,000	120,000		30,000	
	PARED BY DRH		PROJECT TOTALS	0.011	150,000	120,000		30,000	

GRAM APPROVAL DATES

REMARKS
Additional Data: Item No. 40009; Project No. BRS-A727(3).

-over

USCOMM DUSCOMM-DC 40909-P61

Cronin Cr. (Foss Rd.) Br. Sec.

Remarks continued:

Project Data: This project consists of the following: 1) construct one reinforced concrete slab span bridge (No. 16720) on existing alignment, length 60 ft. with 23 ft. 6 in. roadway width; 2) remove existing bridge; 3) construct detour and remove; 4) construct approaches requiring grade, drain and H-T pave; 5) rip-rap as directed; 6) adjust utilities as required and 7) incidentals common to this type of project.

Exception to Minimum Design Standards: Will be requested under separate action by Local Programs Group.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7945 complying with Section 116, Title 23 USC and Paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 9-28-83.

Notes:
1) This project is in Congressional District No. 1.
2) Included in the approved bridge replacement inventory (Br. #57C03) list with a sufficiency rating of 16.5.
3) Included in FY '84 6 Yr. HIP/AE on page 121.

9843

April 27, [illegible]

PRO

To: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Deviation From Standards
Cronin Creek (Foss Rd.) Br.
Tillamook County
BRS-A727(3)

Tillamook County has requested a Deviation From the Standards For Local Roads And Streets on the subject structure. They feel that a 24-foot wide structure with a 23' 6" effective width clearance would be adequate at this location because:

1. Low Speed Traffic - The existing roadway is a graveled surface with operating speeds of [illegible] mph.

2. ADT is only [illegible].

We feel the County is justified in this matter and request your concurrence.

RRS:pf

9843

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILES **DATE:** April 16, 1984

Joseph W. Fields

FROM: Joseph W. Fields
Surfacing Design Specialist

SUBJECT: Surfacing Design
Cronin Creek (Foss Road) Bridge
Foss Road, FAS A727
Tillamook County

A surfacing design of 4 inches of A.C., Class "C" and 12 inches aggregate base (1.0"-0) was proposed for the subject section.

I concur that this design is adequate for the project.

JWF:js

cc: FHWA
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Region Geologist
Program Control
Region Federal Aid Specialist
Designer

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
APR 1[illegible] 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

125-1367

9843

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: Gary Potter, Manager
PROGRAM SECTION

DATE: April 12, 1984

FROM: Phillip O. Stearns
REGION 2 FEDERAL AID SPECIALIST

MISC. CONTRACTS and AGREEMENTS No. 11,908

SUBJECT: Cronin Creek (Foss Road) Bridge
No. Fork Trask River Bridge

Herewith are three copies each of the consultant agreements for construction engineering on subject projects.

The changes requested by the pre-auditor have been made and initialed by the County and Consultant.

Please complete the approval process and return the agreements for forwarding.

POS/cal

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ✓
APR 18 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Ed Marges
FOR Concurrence

Contains Recycled Materials

9843

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

4-11-84

Highway # 529
Tillamook Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. BRS-A227(3) Prefix 529-1989

Project Name Cronin Cr. (Foss Rd.) Br. #57C03

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

- ☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

- ☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Tillamook, Oregon, this 11th day of April, 1984

County of Tillamook

Gerald A. Woodward
County Judge/Chairman

F. E. Bright
Commissioner

Williams
Commissioner

Certified By:
Douglas A. Smith
Regional Right-of-Way Supervisor
Date 4-18/84

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/81

9843

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 378-2878

INTEROFFICE MEMO

FILE: AGR (x ACC 5-4)

TO: Gary A. Potter, Manager
Program Section

DATE: March 21, 1984

FROM: V. E. Skoog Frank
Controller

PROGRAM SECTION
MANAGER ______ PROJECT UNIT C
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Ed Monge
FOR Signatures

SUBJECT: Pre-award Evaluation
OBEC
Cronin Creek (Foss Rd.) Bridge
FAS-A727

Your memo dated March 14, 1984 requested that we perform a pre-award evaluation, as required by federal and state procurement procedures, on the construction engineering proposal submitted by OBEC and Tillamook County. The basis of payment for services rendered is actual cost plus a fixed fee, not to exceed $13,510.00.

We have evaluated the attached agreement and related documents and determined the agreement is in accordance with federal and state procurement procedures, contract provisions and cost principles after the following changes have been made:

Agreement, page 8.17 - change "If the total construction engineering costs billed by the Consultant exceed the maximum of Fourteen thousand Dollars, ($14,000),..." to "If the total construction engineering costs billed by the consultant exceed the maximum of Thirteen thousand, five hundred and Ten Dollars, ($13,510.00),..."

Exhibit A, page 8.26 - change not to exceed amount from "$14,000.00" to "$13,510.00".

Accordingly, we recommend approval of this agreement contingent upon the incorporation of the above changes.

VES:KJ:cl

81-125-1387

OBEC
Crowle Cr

PRE-AWARD EVALUATION PROGRAM

	W/P REF.	INITIAL	DATE
GENERAL			
1. Has adequate time been provided for review. Yes			03/19/84
2. Determine type of review:	8.10		
[✓ a.] Desk Review (w/survey file)			
b. Comprehensive Site Review			
c. Limited Site Review			
3. Is agreement in compliance with State and Federal accounting standards & regulations.			
4. Determine type of contract:	8.17		
a. Cost-reimbursement			
[✓ b.] Cost plus a fixed fee			
c. Firm fixed price			
d. Fee based on agreed amount per unit of work			
e. Fee based on specific rate per class of employee			
5. CONSULTANT SELECTION:	S/F		
LABOR	8.25		
1. Determine from OSHD Project Engineer that labor hours and classifications are reasonable and applicable to contract.			
2. Are labor rates reasonable (compare to prior work, payroll reports, individual records)			
EQUIPMENT	8.25 & 8.26		
1. Determine from OSHD Project Engineer that equipment hours are reasonable and applicable to contract.			
2. Are equipment rates reasonable (compare to prior work. Verify supporting documentation)			
MATERIAL			
1. Determine from OSHD Project Engineer that material quantity is reasonable and applicable to contract.			
2. Are material prices reasonable (compare to prior work, invoices, quotations, catalogs, price lists, purchase orders, inventory records, etc.)			

PRE-AWARD EVALUATION PROGRAM (CONT.)

	W/P REF.	INITIAL	DATE
OVERHEAD (& LOADING RATES)			
1. Review the composition of the overhead rate and determine if the rate is accurate, reasonable and applicable (compare to prior work, trace to ledger and test)	8.24 & 8.26 ↓	tx ↓	03/19/84 ↓
OTHER COST FACTORS			
1. Determine whether there is any extended service life, betterment or other factors affecting the contract.	N/A		
NET FEE: $1550 ÷ 10,349 ≈ 14.98%	8.26	tx	03/19/84
FINAL	8.10		
1. Prepare pre-award evaluation report (indicate any non-compliance or discrepancies)	↓	↓	↓

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: V. E. Skoog
Controller

DATE: March 14, 1984

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Consultant Agreement
Cronin Creek (Foss Rd.) Bridge
FAS-A727 (HBR)
Tillamook Co./O.B.E.C.

Attached for your consideration is one copy of a consultant agreement for construction engineering on a county bridge project.

Please conduct the required pre-award audit evaluation and return one copy of the agreement to this office with a copy of your report.

EDM:pf
Attachment

cc: Phil Stearns, Region 2

NOTED
V.E. SKOOG

RECEIVED
MAR 15 1984
HIGHWAY ACCOUNTING

81-123-1367

8.13

9843

12-12-83

PROGRAM SECTION

MANAGER ______ PROJECT UNIT 5

DEC 15 1983

MAN. ASSIST. ______ PROGRAM UNIT ______

REFER TO Local Programs

FOR ______

TILLAMOOK COUNTY, OREGON
Tillamook, Oregon 97141

FUND: 020

DATE	WARRANT NO.	PAY THIS AMOUNT
12/12/83	09378	$*15,[illegible]

The Treasurer
of Tillamook County
Will
PAY THE SUM OF: 15 THOUSAND NINE HUNDRED ---------------------------- DOLLARS
AND [illegible] CENTS

TO THE ORDER OF:

LOCAL GOVERNMENT INVESTMENT POOL 00001460
159 STATE CAPITOL BLDG
SALEM, OR 97310

09674

June Wagner
County Clerk

BY ORDER OF THE BOARD OF COUNTY COMMISSIONERS

⑆123000220⑆ 063 0002 004⑈

VENDOR	DESCRIPTION	INVOICE DATE	INVOICE NUMBER	ACCOUNT NUMBER	AMOUNT PAID
[illegible] -	[illegible]	11/25/83	ORS-A726-1	020-4201-210-291	[illegible]
[illegible] -	[illegible]	11/25/83	ORS-A727-[illegible]	020-4201-210-291	[illegible]

Woods Br.
Fuss Br

TILLAMOOK COUNTY, OREGON
Tillamook, Oregon 97141

DATE	WARRANT NO.	TOTAL
12/12/83	[illegible]	[illegible]

9843

November 25, 1983 PRO

Mr. Jon Oshel
Director of Public Works
Marolf Loop
Tillamook, Oregon 97141

SUBJECT: Cronin Creek (Foss Rd.) Br.
Project No. BRS-A727(3)
Tillamook County

Dear Mr. Jon Oshel,

The Federal Highway Administration has approved the preliminary engineering (P.E.) for this project. The County's share of these costs and advance deposit will be as follows:

Total P.E. Cost	$ 18,500
Federal Funds	14,800
County Share of Costs and Advance Deposit are	$ 3,700

Rec'd 12-14-83 by check

Please make this advance deposit in the amount of $3,700 and submit by one of the three methods on the attached sheet.

Very truly yours,

Gary A. Potter, Manager
Program Section

HR:bkb
Attachments
bc: (w/AD #83-116) Phil Stearns - Region 2
Vern Skoog - Please return completed AD #83-116 when advance deposit is received.

4843

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A727(3)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division
Salem, Oregon

11-4-83

4. PROGRAM NO.

5. ITEM NO. 40009

2A. COUNTY NAME Tillamook

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-4-83

8. FEDERAL ROUTE NUMBER Secondary A727

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

CRONIN CREEK (FOSS ROAD) BRIDGE #57C03

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* Including archeological salvage and utility preparatory work TEC $18,500; FF $14,800.

13. REMARKS

As requested by Mr. Swan's PEA dated October 5, 1983.

Orig. to 11/17

RECEIVED
STATE HWY ENGR
NOV 17 '83
REFER TO Potter
FOR
Info Inv. R/D D/R Sign Act File

14. DATE 11-4-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9843 10-5-83

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., Approx 11.3 S.W. of Elsie "Cronin Cr. (Foss Rd.) Br. Sec."	114	40009	BRS-A727(3)	A727	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

County Tillamook Code 057

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 1 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 9-21-83

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 1.

(2) ____

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
 X Incl. Archeological Salvage
 X " Util. Preparatory Work
 ___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 18,500
FF 80%	$ 14,800
STATE	$ ---
Co.	$ 3,700

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS:
1) Enclosed is an authority for survey and project maps.
2) Included in the approved bridge replacement inventory list with a sufficiency rating of 16.5

CL:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-5-83	ORIGINAL SIGNED B GARY A. POTTER for D.E. SWAN	PROJECT UNIT ENGINEER

9-43

t

September 29, 1983

Board of County Commissioners
Tillamook County
201 Laurel Avenue
PO Box 113
Tillamook, OR 97141

AGR

Attention: **June Wagner**
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement for the Cronin Creek (Foss Road) Bridge Replacement Project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment

bc: Don Harwell (agree. att.)

FKN:kjm

9843

DIVISI
+

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

September 2, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Project Classification
Cronin Creek Bridge
Foss Road
Tillamook County
BRS-A727(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

for Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

CONCUR

for 9/21/83
Division Administrator Date
[illegible]

ENVIRONMENTAL SECTION
September 23, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
C. O. Fredrickson
Mike Shultz
William Fretwell
Eldon Everton
Don Keves (8)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION CRONIN CREEK BRIDGE

REGION 2

ESTIMATED RIGHT-OF-WAY IMPACTS

During stage construction, a temporary easement may be required on the east side of the existing structure. This would facilitate a detour during construction.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Foss Road is the major access to a 25 mile section of the Nehalem River. It serves as a major feeder for wood products as well as recreational traffic. The project is a bridge replacement only and would not affect land use.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The structure has been reduced to one-way traffic because of its deteriorated condition. The abutment walls are tipping and some beams and stringers are failing. A new bridge would restore normal traffic service and enhance safety.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Cronin Creek is a major tributary to the Nehalem River. It is a spawning area for Chinook salmon, steelhead, Coho salmon, and trout. There will be no bridge footings in the stream bed. A hydraulics investigation may show a larger opening may be required because there is evidence of scouring on the downstream side of the structure.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is of a kind normally classified as a Categorical Exclusion; right-of-way impacts, if any, would be minor.

OTHER DOCUMENTATION

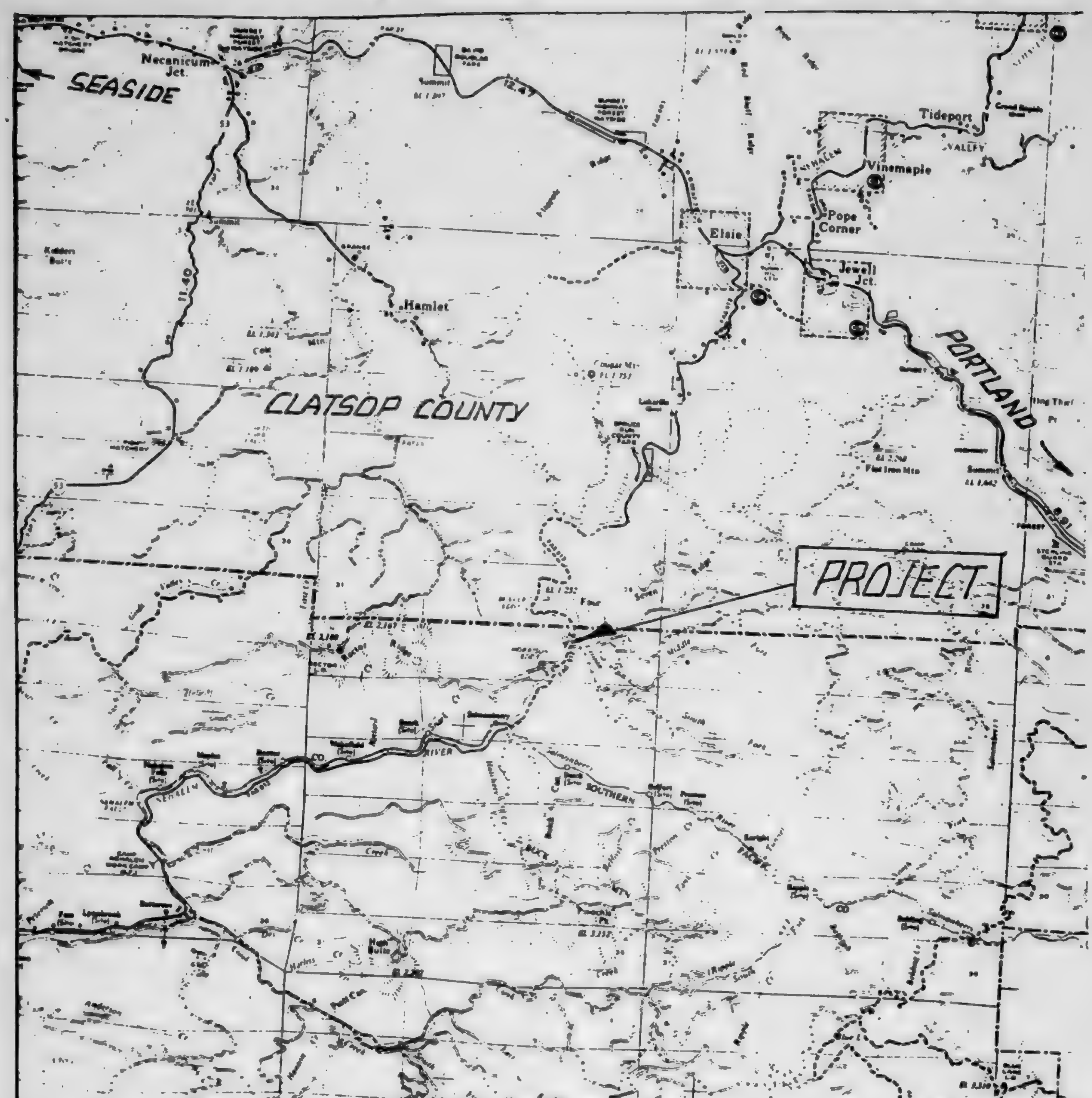
Cultural Resource
Hydraulics Investigation

PREPARED BY X Michael K. Shultz

TELEPHONE NUMBER 378-2626

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE September 21, 1983

734-1913 (7-82)


SEASIDE
Necanicum Jct.
Summit
Tideport
Vinemaple
Pope Corner
Elsie
Jewell Jct.
Hamlet
CLATSOP COUNTY
PORTLAND
PROJECT
RIVER
SOUTHERN
TILLAMOOK COUNTY

PROSPECTUS MAP

CRONIN CREEK BRIDGE

FOSS ROAD A727
TILLAMOOK COUNTY

OREGON DEPARTMENT OF TRANSPORTATION

9843

PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Cronin Creek Bridge 8-12-83			KEY ID # REGION 2
STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM 15.6 TO 15.7	LENGTH 0.1 mi
☐ URBAN ☑ RURAL	CITY	COUNTY Tillamook	ROAD/STREET NAME Foss Road
ROUTE #	FEDERAL AID # A727	APPLICANT (IF OTHER THAN STATE) Tillamook County	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 12.5
RIGHT OF WAY		$ 1.0
ROADWAY	$ 4.5	
STRUCTURES	$ 75.6	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 3.2	
	$	
40% ENGINEERING & CONTINGENCIES	$ 33.3	
TOTAL CONSTRUCTION		$ 116.6
TOTAL ESTIMATE		$ 130.1

PROJECT DATA		
GRADING	(✓)	✓
PAVING	(✓)	✓
STRUCTURES	(✓)	✓
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY		
FILES	(#)	1
ACRES	(#)	2
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	C
CONSTRUCTION ENGINEERING	(S,C,A)	C
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	A

CONSTRUCTION BY

☑ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	On Shldr
AVERAGE DAILY TRAFFIC	80	
YEAR OF AVERAGE DAILY TRAFFIC	County Est.	

DEFINE THE PROBLEM

Existing wooden structure is in a deteriorated condition. The abutment walls are tipping. The beam and stringers are failing. The bridge has been closed to 2-way traffic.

PROPOSED SOLUTION

Construct a new bridge in the same location. Horizontal and vertical alignment will be the same. The bridge may be stage constructed or traffic might be detoured on a temporary easement.

REQUESTED, REGION ENGINEER X by Philip O. S	DATE 8.12.83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 7-5-83	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS**, the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & **PROPOSED** Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS

PART 1 — PF ECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Cronin Creek Bridge	KEY ID # REGION 2

PROJECT JUSTIFICATION

The timber abutment walls are failing. The existing structure has a temporary steel pile support under the deck. The beams and stringers have deteriorated and the bridge is currently restricted to one-way traffic. There is some evidence of scour under the present structure. Hydraulic investigation may show need for a larger waterway opening which would require a longer bridge as shown in project request. This roadway is on the Federal Aid system.

A new bridge could be stage constructed or traffic could be detoured on a temporary structure. A detour would require a temporary easement.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Cronin Creek Bridge

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	A	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	A
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	N	CORPS OF ENGINEERS	C	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	C	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	C	STATE LANDS	C	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	N	▨	▨	SIGNALS	0	OLD (#)	NEW (#)

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
1			

UTILITIES: 0 (LIST BELOW)

COMPANIES: No utilities

RIGHT-OF-WAY LIAISON	A	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	N	DESIGN SPEED	50	DESIGN STANDARDS	AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING								10.5	— × —	10.5							
					2			12	—	12			2				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class "B" AC	4"	Struc 2"			
Aggregate Base	12"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	60	28	75,600	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Cronin Creek Bridge

REGION 2

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX

DATE 8-9-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT		8,000	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT		250
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		3,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

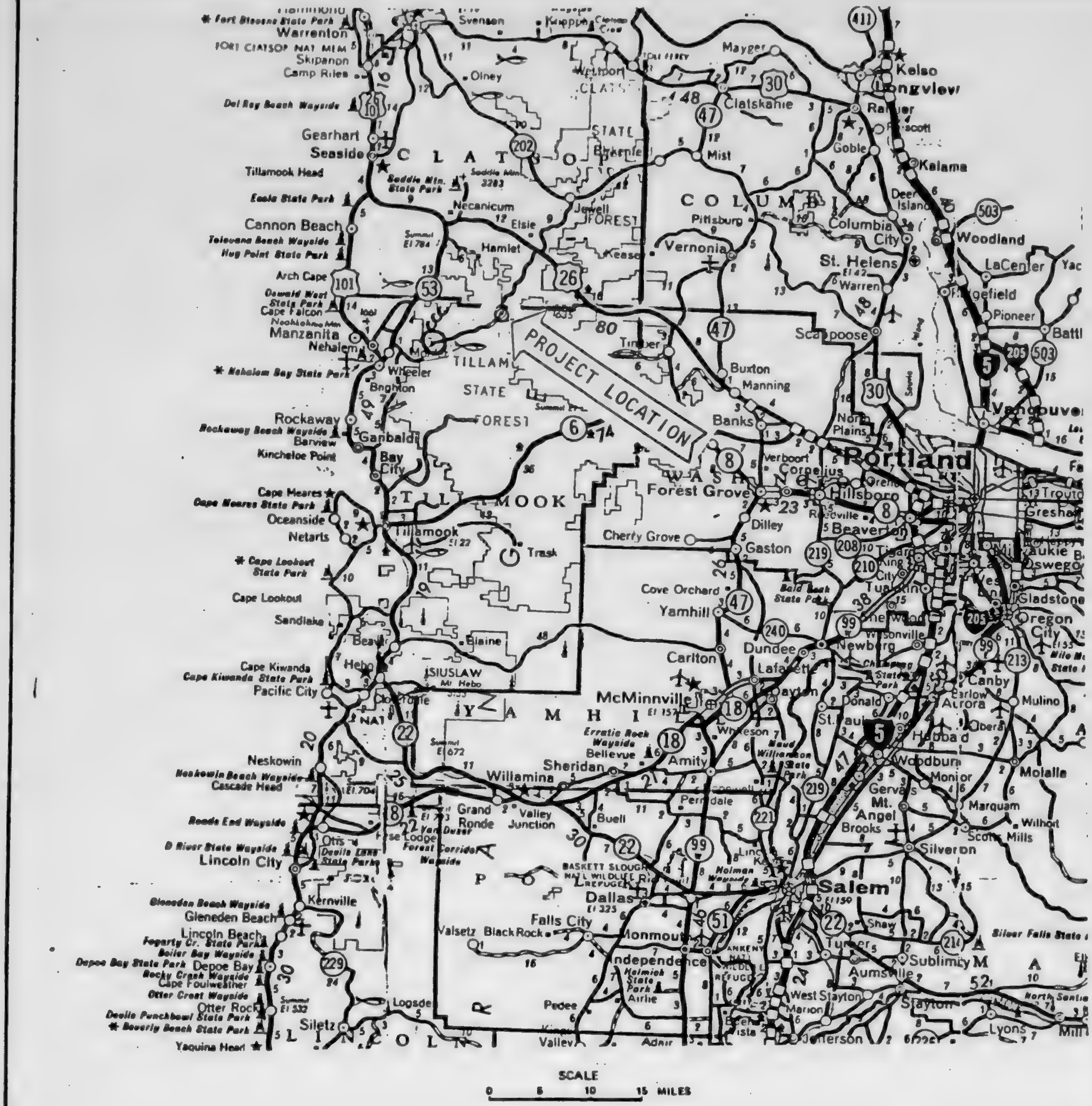
FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for bridge construction project. Survey and design will be done by Consultant.

PREPARED BY Don Thurston	DATE 8-9-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X by Phillip O.	DATE 8-12-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)


PROJECT LOCATION
CLATSOP
COLUMBIA
TILLAMOOK
TILLAMOOK STATE FOREST
WASHINGTON
YAMHILL
POLK
LINCOLN
Portland
Salem
Tillamook
Seaside
Warrenton
Cannon Beach
Manzanita
Nehalem
Wheeler
Rockaway
Garibaldi
Bay City
Forest Grove
Hillsboro
Beaverton
McMinnville
Lincoln City
Dallas
Vernonia
St. Helens
Timber
Buxton
Banks
SCALE
0 5 10 15 MILES

VICINITY MAP

CRONIN CREEK BRIDGE

TILLAMOOK COUNTY

9843

STATE OF OREGON

INTEROFFICE MEMO

TO: Phil Stearns
Region Federal Aid Specialist

DATE: August 9, 1983

Don Thurston

FROM: Don Thurston
Region Location Supervisor

SUBJECT: Cronin Creek Bridge Section
Foss Rd (Co.) FAS-A727
Tillamook County

Attached is the Project Prospectus for the subject project.

The estimated cost for the structure is based on the length in the request. The existing bridge is 33 feet long; proposed is 60 feet. This additional length is warranted because of the scour conditions apparent under the existing structure.

The stream is not navigable.

DT:sr
Attch

cc: File w/attch

REGION 2 ENGINEER
RECEIVED
AUG - 9 1983
☐ RLE ☐ RE ☐ RCE ☐ RME ☐ RTE ☐ RBE ☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ ROE ☐ RFE

Contains Recycled Materials

PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Till[illegible] C

SECTION: Cronin Creek ~~Bridge~~ (Foss Road) Bridge
Foss Rd #A727

REGION: 2

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 529-1989

DATE: 8-9-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$ 50	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT		8,000	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN		1,500	921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		250
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		4,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 18,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BRS - A727(3)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for bridge construction project. Survey and design will be done by Consultant.

1 Vonsteeg ✓
Anderson
Cy Adams Lyle
Cy McNab
2 Stoudenmeyer
Terpin
3 Trout ✓
Cy Wakerlig

RECEIVED
NOV 28 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

Appr. [illegible] 9-5-83

PREPARED BY Don Thurston	DATE 8-9-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/3/83
RECOMMENDED, REGION ENGINEER X by Phillip O. [illegible]	DATE 8-12-83	APPROVED, ASST HIGHWAY ENGINEER FOR TECH. SERVICES X J K [illegible] for	DATE 9-30-83
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-4-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Cronin Creek ~~Bridge~~ (Foss Rd.) Bridge			**KEY ID #**	**REGION** 2
STATE HIGHWAY #	**HIGHWAY NAME**		**MILE POST** FROM 15.6 TO 15.7	**LENGTH** 0.1 mi
☐ URBAN ☑ RURAL	**CITY**	**COUNTY** Tillamook	**ROAD/STREET NAME** Foss Road	
ROUTE #	**FEDERAL AID #** A727	**APPLICANT (IF OTHER THAN STATE)** Tillamook County		

COST ESTIMATES (000's)			**PROJECT DATA**			**RIGHT OF WAY**		
PRELIMINARY ENGINEERING		$ 18.5 ~~12.5~~	GRADING	(✓)	✓	FILES	(#)	1
RIGHT OF WAY		$ 1.0	PAVING	(✓)	✓	ACRES	(#)	2
ROADWAY	$ 4.5		STRUCTURES	(✓)	✓	RELOCATIONS	(#)	0
STRUCTURES	$ 80. ~~75.6~~		SIGNING	(✓)		**WORK BY STATE/CONSULTANT/APPLICANT**		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	C
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	C
TEMPORARY PROTECTION	$ 5.4 ~~3.2~~					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	A
40% ENGINEERING & CONTINGENCIES	$ 35.1 ~~33.3~~		DESIGN CATEGORY	(1-7)	7	**CONSTRUCTION BY**		
TOTAL CONSTRUCTION		$ 125. ~~116.6~~	WORK TYPE	(1-12)	5	☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 144.5 130.1						

FINANCING/ PROGRAMMING	**RECOMMENDED LETTING DATE (QUARTER/YEAR)** /	**RECOMMENDED FUNDING SOURCE** HBR	**RECOMMENDED PROGRAM YEAR**

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	On Shldr
AVERAGE DAILY TRAFFIC	80	
YEAR OF AVERAGE DAILY TRAFFIC	County Est.	

DEFINE THE PROBLEM

Existing wooden structure is in a deteriorated condition. The abutment walls are tipping. The beam and stringers are failing. The bridge has been closed to 2-way traffic.

PROPOSED SOLUTION

Construct a new bridge in the same location. Horizontal and vertical alignment will be the same. The bridge may be stage constructed or traffic might be detoured on a temporary easement.

REQUESTED, REGION ENGINEER X by Philip O.	**DATE** 8.12.83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	**DATE**			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	**DATE**	**TRANSP. COMM. APPROVAL DATE**	**PROGRAM YEAR**	**FUNDING**

734-1911 (7-82)

PROJEC PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Cronin Creek ~~Bridge~~ (Foss Rd.) Bridge

REGION
2

PROJECT JUSTIFICATION

The timber abutment walls are failing. The existing structure has a temporary steel pile support under the deck. The beams and stringers have deteriorated and the bridge is currently restricted to one-way traffic. There is some evidence of scour under the present structure. Hydraulic investigation may show need for a larger waterway opening which would require a longer bridge as shown in project request. This roadway is on the Federal Aid system.

A new bridge could be stage constructed or traffic could be detoured on a temporary structure. A detour would require a temporary easement.

ADMINISTRATION RECOMMENDATION

734-1811 (7-82) Cont.

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Cronin Creek ~~Bridge~~ (Foss Road) Bridge

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	A	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	A
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	N	CORPS OF ENGINEERS	C	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	C	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	C	STATE LANDS	C	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	N			SIGNALS	0	OLD (#)	NEW (#)

PERMITS AND DOCUMENTS

UTILITIES: 0 (LIST BELOW)

COMPANIES: No utilities

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
1			

RIGHT-OF-WAY LIAISON	A	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 50

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							10.5	—	10.5							
				2			12	—	12			2				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class "B" AC	4"	Struc 2"			
Aggregate Base	12"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	60	28	80,000 ~~75,600~~	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION CRONIN CREEK BRIDGE

REGION 2

ESTIMATED RIGHT-OF-WAY IMPACTS

During stage construction, a temporary easement may be required on the east side of the existing structure. This would facilitate a detour during construction.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Foss Road is the major access to a 25 mile section of the Nehalem River. It serves as a major feeder for wood products as well as recreational traffic. The project is a bridge replacement only and would not affect land use.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The structure has been reduced to one-way traffic because of its deteriorated condition. The abutment walls are tipping and some beams and stringers are failing. A new bridge would restore normal traffic service and enhance safety.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Cronin Creek is a major tributary to the Nehalem River. It is a spawning area for Chinook salmon, steelhead, Coho salmon, and trout. There will be no bridge footings in the stream bed. A hydraulics investigation may show a larger opening may be required because there is evidence of scouring on the downstream side of the structure.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

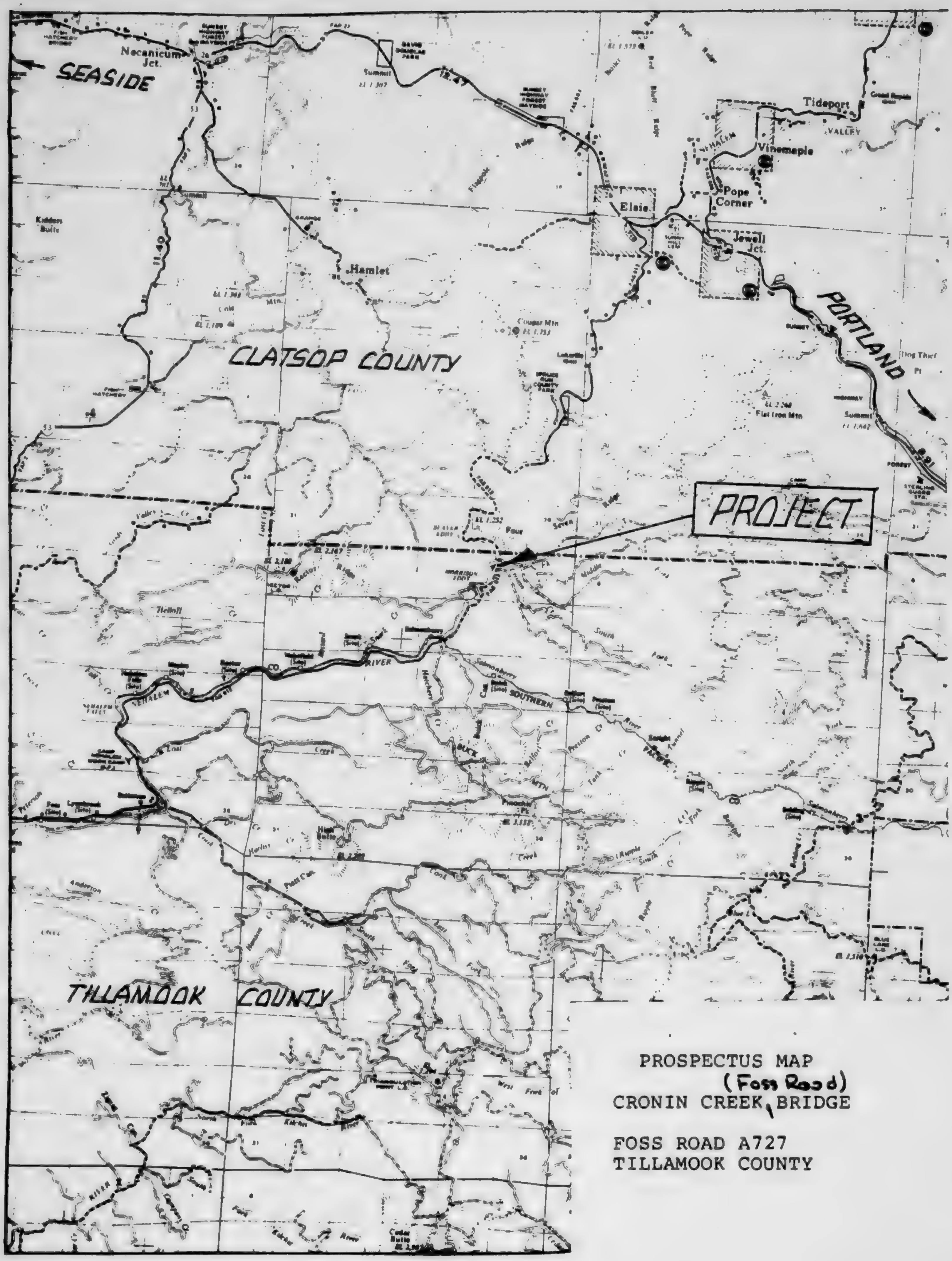
The project is of a kind normally classified as a Categorical Exclusion; right-of-way impacts, if any, would be minor.

OTHER DOCUMENTATION

Cultural Resource
Hydraulics Investigation

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Shultz	378-2626	September 21, 1983

[illegible]


SEASIDE
Necanicum Jct.
Summit
Tideport
Vinemaple
Pope Corner
Elsie
Jewell Jct.
Hamlet
Kidders Butte
Cougar Mtn
CLATSOP COUNTY
PORTLAND
Dog Thief Pt
Flat Iron Mtn
Summit
PROJECT
RIVER
NEHALEM
SOUTHERN
PACIFIC
Pinochle Pk
High Butte
TILLAMOOK COUNTY
Cedar Butte

PROSPECTUS MAP
CRONIN CREEK (Foss Road) BRIDGE

FOSS ROAD A727
TILLAMOOK COUNTY

9843

FEDERAL AID PROJECT REQUEST

Date July 27, 1983

Applicant Agency Tillamook County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project , [✓ X] HBR

Federal Aid Route No. A727 Route Name Foss Road

Project Name Cronin Creek Bridge MP 15.65

Project Length 0.05 miles Project Location (Attach sketch map)

Project Description Remove existing structure, repave approaches, construct new bridge.

Average Daily Traffic 80 Design Speed 50

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22 Travel Lanes 2 Shoulders 0

Medians 0 Parking

Sidewalks 0

Remarks Graveled

2. Desired Roadway Cross Section: (Attach sketch)

Width 32 Travel Lanes 2 Shoulders 0

Medians 0 Parking 0

Curbed No Length Curb Radii 0

Sidewalk/Bikeway None

Remarks None

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks Possible easement for temporary detour.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None

Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? None

4. **Permanent Striping:**

Include in project or by applicant? Applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None
Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

57 C 03

Location M.P. 15.65
Type Timber Bridge
Approach Roadway Width 22' **Shoulder Width** 0
Length 36' **Width** 21.3'
To remain in place? No

2. **Proposed Structure:**

Location Approximately same alignment

Approximate Size: Length 60' **Width** 28'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Summer construction for low water detour bridge.

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Jon Oshel, Tillamook Co. Dept. of Public Works Office
2. Environmental	Jon Oshel, Tillamook Co. Dept. of Public Works Office
3. Public Hearing	Jon Oshel, Tillamook Co. Dept. of Public Works Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State ____ Consultant X

2. Project construction engineering to be performed by:

Applicant__________ State__________ Consultant X

3. Will applicant perform any work prior to or after award of contract?
Yes__________ No X
If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 6,000
Right-of-way costs (if participating)	---
Traffic control - detour bridge	5,000
Illumination	---
Structures	85,000
Railroad	---
Other Const. Admin./Legal/Contingency	20,000
Preliminary engineering	8,000
PROJECT TOTAL	$ 124,000

Remarks

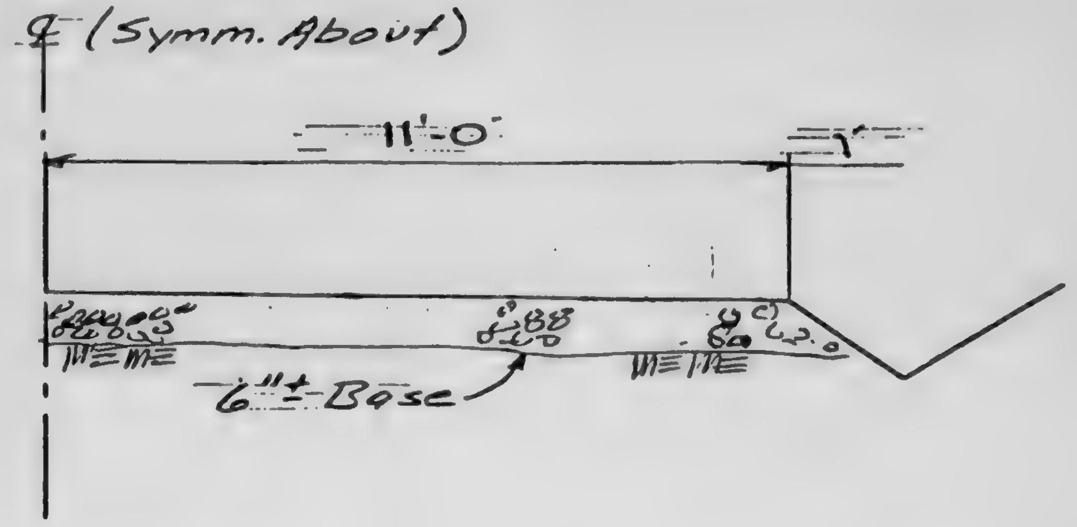
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or Tillamook COUNTY

By__________ By Carl Williams

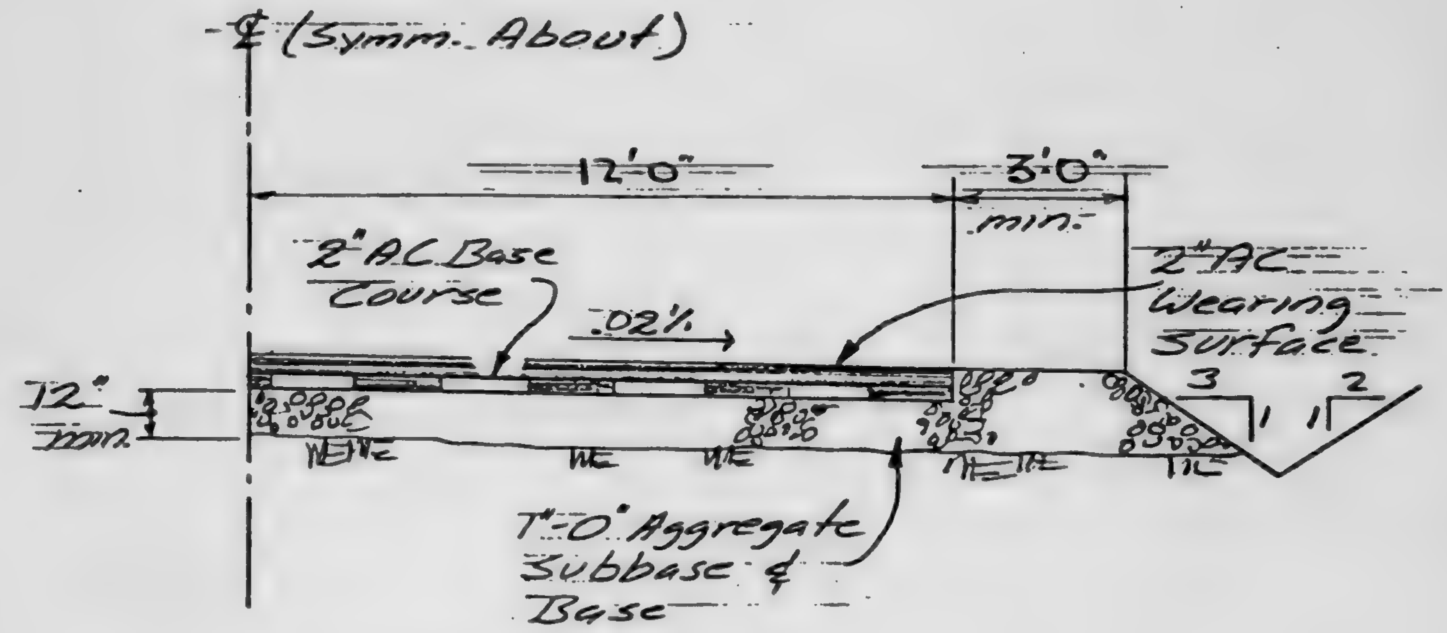
By__________ By Gerald Woodward

By F E Knight


℄ (Symm. About)
11'-0"
1'
6"± Base

EXISTING ROADWAY

No Scale


℄ (Symm. About)
12'-0"
3'-0"
min.
2" AC Base Course
.02%
2" AC Wearing Surface
3
1
1
2
12"
min.
1'-0" Aggregate Subbase & Base

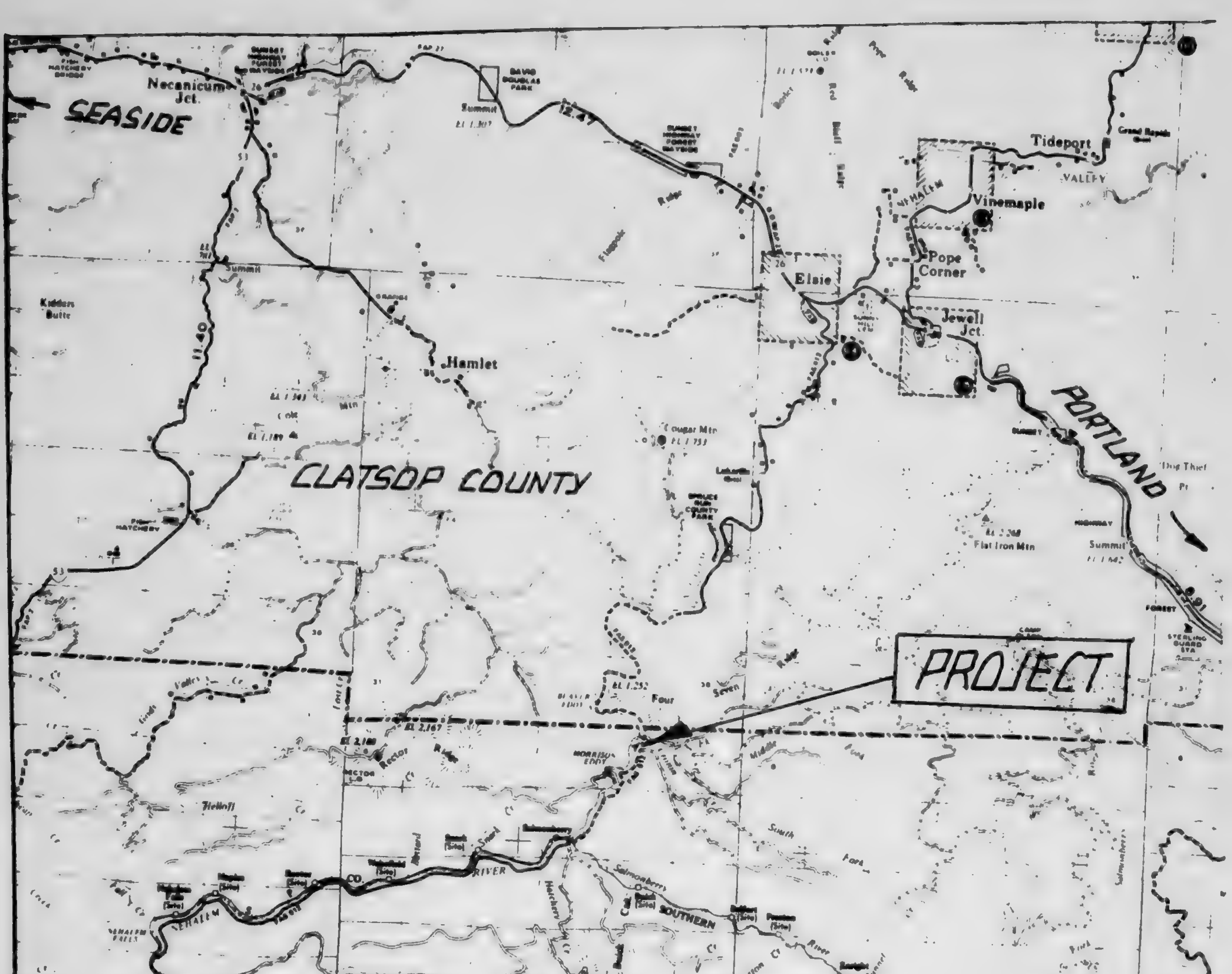
NEW ROADWAY

No Scale

ROADWAY SECTIONS

CRONIN CREEK BRIDGE

TILLAMOOK COUNTY


SEASIDE
Necanicum Jct.
Summit
Hamlet
Kidders Butte
CLATSOP COUNTY
Cougar Mtn
Elsie
Tideport
Vinemaple
Pope Corner
Jewell Jct.
PORTLAND
Flat Iron Mtn
Summit
PROJECT
Four
Seven
Morrison Eddy
River
Southern
Pacific
Salmonberry
Buck Mtn
High Butte
TILLAMOOK COUNTY
Cedar Butte

PROSPECTUS MAP

CRONIN CREEK BRIDGE

FOSS ROAD A727
TILLAMOOK COUNTY

1984 Grande Ronde R. Br, Sec., 9844
Lower Cove Road LaGrande.
(grading, paving, structure)

7844

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
TOLL FREE: 1-800-452-7813 Ext. 86232

In Reply Refer to File No.: CON

April 6, 1987

Union County
County Roadmaster
Rt. 1 Box 1676
LaGrande, OR 97850

Re: Project Name Grande Ronde River (Lower Cove Rd) Bridge
Fed. Aid No. BRS - B619 (4 & 3)
Pool Acct. No. 4691

The above project has been completed and no further costs are anticipated. Therefore, you may withdraw the balance remaining in your account of $ 1,561.53 (plus interest) with the Oregon State Treasurer, Local Government Investment Pool.

J Henry
Jan Henry
Contract Accounting Supervisor

JP:

cc: Oregon State Treasurer
Local Govt. Investment Pool

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
APR 21 1987
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Form 734-3122

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: February 3, 1987

COUNTY: Union AGREEMENT NO: 7946 PROJECT NO: BRS-B619(4&3)

CONTRACT NO: 9844 SECTION: Grande Ronde River (Lower Cove Rd.) Br.

PRELIMINARY ENGINEERING PREFIX C531-1963

	Participating	Non Participating
Field Engineering	$ 3,532.58	$
Final Design	2,129.32	4.50
Location	388.74	
Program Section	176.99	
Environmental Section	93.00	
Structural Foundations	2,464.05	89.00
Free Bridge Design	5,754.51	
Free Specifications	968.50	
Surfacing Design Engineer	80.27	
Hydraulics	1,229.47	
TOTAL P.E. COST	$ 16,817.43	$ 93.50
Less Free Bridge Design & Specs.	(6,723.01)	
TOTAL P.E. CHARGEABLE TO COUNTY	$ 10,094.42	$ 93.50

CONSTRUCTION PREFIX C531-1021 & C09844

	Participating	Non Participating
Payment to Contractor	$232,354.16	$
Interest on Final Payment		265.69
Liquidated Damages	(2,700.00)	
Field Engineering	18,059.26	207.24
Program Section	42.68	
Materials Lab	7,656.07	
Technical Services	939.59	
Construction Branch	453.58	
Region Office Charges	758.68	
Accounting	19.88	
TOTAL CONSTRUCTION COST	$257,583.90	$472.93

SUMMARY

Participating P.E. Cost	$ 10,094.42
Participating Const. Cost	257,583.90
TOTAL PARTICIPATING COST	$267,678.32

FEDERAL FUNDS

P.E. (80%)	$ 8,075.54	
Const. (80%)	206,067.12	(214,142.66)
SUBTOTAL		$ 53,535.66
Plus Non Participating County Cost		566.43
Less 1/2 Non Participating Field Engineering Cost State Share		(103.62)
Less Advance Deposits		
P.E. AD #83-119	$ 3,260	
Const. AD #84-67	52,300	(55,560.00)
REFUND DUE COUNTY		$ (1,561.53)

MKS:me

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. BRS-B619(4)
PROGRAM APPROVED	VOUCHER PERIOD From: 5/23/84 To: 9/24/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
258,056.83	257,583.90	80%	206,067.12	206,067.12	-0-

114

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 12/24/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	GRANDE RONDE RIVER (LOWER COVE ROAD) BRIDGE COUNTY ROAD UNION COUNTY					
	Construction Type Code X081 Structure No. 1157A (Sta. 6+50 to Sta. 12+00)					
	Final Contract Payment Summary	Lump Sum			$232,354.16	
	Construction Engineering					
	Liquidated Damages	Lump Sum			$ (2,700.00)	
	State	All Required			27,929.74	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				**$ 25,229.74**	
	TOTAL PARTICIPATING PROJECT COST				**$257,583.90**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 265.69	✓
	Construction Engineering	All Required			207.24	✓
	TOTAL NON PARTICIPATING PROJECT COST				**$ 472.93**	
	TOTAL PROJECT COST				**$258,056.83**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 12/19/86.					
	AMOUNT CARRIED FORWARD					

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	531	1021	920	00	P	1	.11CR	23.63	42.68	84	85
	531	1021	940	00	P	1		5,330.20	x946.01 5,330.20	84	85
	531	1021	942	00	P	1	8.31CR	2,079.26	2,079.26	84	85
	531	1021	944	00	P	1	2.84CR	836.48	939.59	84	85
	531	1021	945	00	P	1	381.99	453.58	453.58	84	85
	531	1021	946	00	P	1	2.84CR	758.68	758.68	84	85
	531	1021	948	00	P	1	.09CR	19.88	19.88	84	85
	531	1021	950	00	P	1			~~71.30~~	84	84
			TOT		P1		2,081.16	251,232.57	251,528.80		
			TOT		N1			207.24	207.24		
			** JOB TOTALS **				2,081.16 **	251,439.81 **	251,736.04 **		
WALLOWA R(STEIN)BRIDGE	CONT NO 9685	FA PROJ NOS BRS B636002 100								STATE	
	532	1054	201	00	P	1		1,857.10CR	118,656.40	83	84
	532	1054	204	00	P	1		1,200.00		83	84
	532	1054	296	00	N	9		588.86CR	104,599.86CR	83	85
	532	1054	298	00	N	9		588.86	104,599.86	83	85
	532	1054	900	00	P	1	.26	26.68	8,160.10	83	85
	532	1054	920	00	P	1	.07CR	15.75	53.97	83	85
	532	1054	940	00	P	1			1,517.39	83	84
	532	1054	941	00	P	1			754.28	83	84
	532	1054	942	00	P	1			215.15	83	84
	532	1054	944	00	P	1			230.19	83	84
	532	1054	945	00	P	1			306.45	83	84
	532	1054	946	00	P	1			357.21	83	84
	532	1054	948	00	P	1			498.88	83	84
			TOT		P1		.19	614.67CR	130,750.02		
			** JOB TOTALS **				.19 **	614.67CR**	130,750.02 **		
WHITE RIVER BRIDGE	CONT NO 9570 *	FA PROJ NOS BRS B407002 100								STATE	
	533	1033	201	00	P	1		248.55	162,919.59	83	84
	533	1033	204	00	P	1		2,000.00		83	84
	533	1033	206	00	N	1		37.10	37.10	84	84
	533	1033	296	00	N	9		3,303.99CR	188,313.65CR	83	85
	533	1033	297	00	N	9		988.63	37,888.63	83	85
	533	1033	298	00	N	9		2,315.36	150,425.02	83	84
	533	1033	900	00	P	1		9.00	18,022.81	83	84
	533	1033	900	00	N	1			245.27	83	84
	533	1033	915	00	P	1		580.02	580.02	84	84
	533	1033	920	00	P	1			35.59	83	83
	533	1033	940	00	P	1		17.51	2,760.38	83	84
	533	1033	941	00	P	1			157.62	83	83
	533	1033	942	00	P	1			1,455.53	83	83
	533	1033	944	00	P	1			721.47	83	84
	533	1033	945	00	P	1			267.07	83	84
	533	1033	946	00	P	1			939.34	83	83
	533	1033	948	00	P	1			171.86	83	83

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	530	1096	945	00	P 2	.11CR	22.92	22.92	84	85
	530	1096	946	00	P 1	.37CR	95.60	95.60	84	85
	530	1096	946	00	P 2	.25CR	66.45	66.45	84	85
	530	1096	948	00	P 1	.48CR	129.23	129.23	84	85
	530	1096	948	00	P 2	.31CR	83.54	83.54	84	85
			TOT		P1	369.05	123,443.26	123,443.26		
			TOT		P2	256.50	33,447.75	33,447.75		
			** JOB TOTALS **			625.55 **	156,891.01 **	156,891.01 **		
UPPRXING @ HINKLE RD	CONT NO		FA PROJ NOS RRS B573001 100						STATE	
	530	1098	205	01	P 1	228.38CR	3,660.14CR	3,660.14CR	84	85
	530	1098	270	01	P 1	4,567.55	73,202.75	73,202.75	84	85
	530	1098	296	00	N 9	3,905.25CR	62,633.81CR	62,633.81CR	84	85
	530	1098	298	00	N 9	3,905.25	62,633.81	62,633.81	84	85
	530	1098	948	00	P 1	.23CR	50.28	50.28	84	85
			TOT		P1	4,338.94	69,592.89	69,592.89		
			** JOB TOTALS **			4,338.94 **	69,592.89 **	69,592.89 **		
UPRR XING-AIRPORT RD	CONT NO		* FA PROJ NOS RRS B618002 100						STATE	
	531	1002	270	01	P 1			104,837.10	81	83
	531	1002	282	03	P 1			10,216.40	81	82
	531	1002	296	00	N 9		486.30CR	116,795.44CR	80	84
	531	1002	297	00	N 9		486.30	486.30	84	84
	531	1002	298	00	N 9			116,309.14	80	83
	531	1002	900	00	P 1			12,074.66	80	82
	531	1002	900	00	N 1			155.66	80	81
	531	1002	900	02	P 1			1.11	81	81
	531	1002	900	02	N 1			34.25	81	81
	531	1002	915	00	P 1			1,672.16	83	83
	531	1002	915	03	P 1			108.14	81	82
	531	1002	920	00	P 1			63.31	80	82
	531	1002	948	00	P 1			81.60	81	83
	531	1002	950	00	P 1			177.90	81	81
			TOT		P1			129,232.38		
			TOT		N1			189.91		
			** JOB TOTALS **			**	**	129,422.29 **		
GRAN RON R(L COVE RD)BR	CONT NO 9844		"A PROJ NOS BRS B619004 100						STATE	
	531	1021	201	00	P 1		231,240.41	231,240.41	84	85
	531	1021	203	00	P 1		2,700.00CR	2,700.00CR	84	85
	531	1021	204	00	P 1	1,501.60	~~4,498.40CR~~	~~4,498.40CR~~	84	85
	531	1021	~~296~~	~~00~~	~~N 9~~	~~1,283.45CR~~	~~253,059.39CR~~	~~253,059.39CR~~	84	85
	531	1021	~~297~~	~~00~~	~~N 9~~		~~52,300.00~~	~~52,300.00~~	84	85
	531	1021	~~298~~	~~00~~	~~N 9~~	~~1,283.45~~	~~208,759.39~~	~~208,759.39~~	84	85
	531	1021	900	00	P 1	211.76	17,688.85	17,791.62	84	85
	531	1021	900	00	N 1		207.24	207.24	84	84

THIS Amount was also Paid to Contractor

ok

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 01/07/87 21:11

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BRS -B619-004									
********************************									
F03101									
AGREEMENT TOTALS	258,056.83	206,067.12	257,583.90	80.00	206,067.12	206,067.12	.00		.00
FED PROJ TOTALS	258,056.83	206,067.12	257,583.90		206,067.12	206,067.12	.00		.00
FEDERAL PROJECT: BRS -B636-002									
********************************									
F03104									
C09685 -011	130,750.02	104,600.02	130,750.02						
AGREEMENT TOTALS	130,750.02	104,600.02	130,750.02	80.00	106,930.00	104,600.02	.00		.00
FED PROJ TOTALS	130,750.02	104,600.02	130,750.02		106,930.00	104,600.02	.00		.00
FEDERAL PROJECT: BRS -0114-005									
********************************									
F01257									
C09786 -000	5,271.10	103.66	5,243.26						
C09786 -001	512.88	.00	.00						
C09786 -010	13,176.72	.00	.00						
C09786 -011	175,997.77	144,911.44	176,025.61						
AGREEMENT TOTALS	194,958.47	145,015.10	181,268.87	80.00	156,384.00	145,015.10	.00 14,276.74	L	.00
F01278									
C1202534-011	945.38	756.30	945.38						
AGREEMENT TOTALS	945.38	756.30	945.38	80.00	1,600.00	756.30	.00		.00
FED PROJ TOTALS	195,903.85	145,771.40	182,214.25		157,984.00	145,771.40	.00		.00
APPROP TOTALS	13,610,773.05	10,531,247.68	13,368,607.37		11,748,151.78	10,694,885.94	155,233.57	B	8,404.69

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BRS -B453-001									
********************************									
F03046									
C5251980-000	32,099.46	6,008.62	32,099.46						
C5251980-001	40.98	.00	.00						
C5251980-011	13,123.13	19,191.38	13,123.13						
AGREEMENT TOTALS	45,263.57	25,200.00	45,222.59	80.00	25,200.00	36,178.07	10,978.07	B	.00
FED PROJ TOTALS	45,263.57	25,200.00	45,222.59		25,200.00	36,178.07	10,978.07	B	.00
FEDERAL PROJECT: BRS -B573-002									
********************************									
F03097									
C5301985-010	16.39	.00	.00						
C5301985-011	12,532.05	10,025.64	12,532.05						
AGREEMENT TOTALS	12,548.44	10,025.64	12,532.05	80.00	10,025.64	10,025.64	.00		.00
FED PROJ TOTALS	12,548.44	10,025.64	12,532.05		10,025.64	10,025.64	.00		.00
FEDERAL PROJECT: BRS -B573-003									
********************************									
F03088									
C09863 -000	4,975.86	310.99	4,975.86						
C09863 -001	82.33	.00	.00						
C09863 -010	1,586.20	.00	.00						
C09863 -011	96,294.52	80,705.31	96,294.52						
AGREEMENT TOTALS	102,938.91	81,016.30	101,270.38	80.00	81,016.30	81,016.30	.00		.00
FED PROJ TOTALS	102,938.91	81,016.30	101,270.38		81,016.30	81,016.30	.00		.00
FEDERAL PROJECT: BRS -B619-004									
********************************									
F03101									
C09844 -000	8,035.24	188.72	8,035.24						
C09844 -001	265.69	.00	.00						
C09844 -010	207.24	.00	.00						
C09844 -011	249,548.66	205,878.40	249,548.66						

```
1/15/87                                                            JOB COST SUMMARY
7844                                                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMB
                                                             PAYROLL CHARGES ARE LOADED

                                                                  CREW       MSA                CU
                 EA       SUBJOB    ACTIVITY    OBJ-DETAIL       NUMBER     FIELD                M

              C09844       000                      504           0100
              C09844       000                      504           0100

              C09844       000                      504

              C09844       000                      555           0521
              C09844       000                      555           0521

              C09844       000                      555

              C09844       000

              C09844       000        010           001           0813
              C09844       000        010           001           0813

              C09844       000        010           001           0821
              C09844       000        010           001           0821

              C09844       000        010           001

              C09844       000        010

              C09844       000        901           001           7363
              C09844       000        901           001           7363

              C09844       000        901           001

              C09844       000        901

              C09844       000        940           001           8221
              C09844       000        940           001           8221

              C09844       000        940           001           8240
              C09844       000        940           001           8240

              C09844       000        940           001

              C09844       000        940

              C09844       000

              C09844       001                      349           8056
              C09844       001                      349           8056

              C09844       001                      349

              C09844       001

              C09844       001
```

JOB COST SUMMARY
A/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

ETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
	0100		.00	6.45	
	0100		.00	6.45	
			.00	6.45	
	0521		.00	.79	
	0521		.00	.79	
			.00	.79	
			.00	7.24	28703
	0813		.00	50.66	
	0813		.00	50.66	
	0821		.00	188.18	
	0821		.00	188.18	
			.00	238.84	
			.00	238.84	
	7363		.00	40.95	
	7363		.00	40.95	
			.00	40.95	
			.00	40.95	
	8221		.00	203.65	
	8221		.00	203.65	
	8240		.00	42.96	
	8240		.00	42.96	
			.00	246.61	
			.00	246.61	materials
			.00	533.64	
	8056		.00	265.69	
	8056		.00	265.69	
			.00	265.69	
			.00	265.69	
			.00	265.69	interest New

```
1/15/87
                                                                    JOB COST SUMMARY
                                                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMB
                                                             PAYROLL CHARGES ARE LOADED

                                                                  CREW        MSA              CU
                EA        SUBJOB    ACTIVITY    OBJ-DETAIL       NUMBER      FIELD              M

              C09844       011                     300            8056
              C09844       011                     300            8056

              C09844       011                     300

              C09844       011

              C09844       011        020          598            8056
              C09844       011        020          598            8056

              C09844       011        020          598

              C09844       011        020

              C09844       011        900          190            0521
              C09844       011        900          190            0521

              C09844       011        900          190

              C09844       011        900

              C09844       011

              C09844
```

JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

TAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	8056		.00	387.85-
	8056		.00	387.85-
			.00	387.85-
			.00	387.85-
	8056		.00	71.30-
	8056		.00	71.30-
			.00	71.30-
			.00	71.30-
	0521		.00	19.39-
	0521		.00	19.39-
			.00	19.39-
			.00	19.39-
			.00	478.54-
			.00	320.79

950 / training

9 8 --

jc cc: OSHD (Rulien)

9844 **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Union	DIVISION Oregon
DATE OF REPORT SEP 10 '86	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BRS-B619(4)
COMPLETION DATE (Actual) Nov. 30, 1984	ACCEPTANCE DATE BY CONRTACT AGENCY January 15, 1986	TIME ELAPSED 100 %	CONTRACT TIME November 30, 1984

LOCATION
Grande Ronde River (Lower Cove Road) Bridge Section of Lower Cove Road approximately 12 miles northeast of LaGrande.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

COPY SENT
SEP 24 1986
~~State~~ Region D.C.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:
   - A. Removal of the existing bridge.
   - B. Construction of Bridge No. 1157A over the Grande Ronde River. Length: 125 ft. Roadway Width: 28 ft.
   - C. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: Douglas S. Coats
3. Contract Amount: $229,654.16
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE (SHD Official) C. O. Fredrickson

TITLE Constr. Engr.

RECEIVED
STATE HWY ENGR
SEP 25 '86
REFER TO
Fredrickson
FOR

Inf	Inv	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ ag 9/29

FINAL 4-3-85

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Daniel L Carter		SIGNATURE	
TITLE Area Engineer	DATE 9/22/86	TITLE District Engineer B	DATE 9/24/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9844

May 21, 1986

CON 5 - #9844

United Pacific Insurance Co.
P.O. Box 5669
Portland, OR 97228

On January 30, 1986, we wrote to you concerning release of final payment on Contract No. 9844 awarded to Douglas S. Coats, Inc. for work on the Grande Ronde River (Lower Cove Road) Bridge in Union County.

Final payment on this contract is $5,612.15 and the total contract amount is $229,654.16. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9844

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 15, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9844, On Site Work Substantially Completed November 30, 1984

All Work Completed November 5, 1985

Project Grande Ronde River (Lower Cove Rd.) Br.

Highway County Road

County Union

Type of Work Grading, Paving and Structure

Contractor Douglas S. Coats, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-30-86 - Surety letter written.

Noted

RECEIVED
JAN 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

Report # 45

SECTION: Grande Ronde River (Lower Cove Road) Br.

WEEK ENDING: June 15, 1985

SECTION PREFIX: 531-1021

HIGHWAY: County Road

COUNTY: Union

NAME OF JOB:

KIND OF WORK: Grading, Paving, Structure

CONTRACTOR: Douglas S. Coats, Inc.

CONTRACT NUMBER: 9844

FEDERAL AID PROJECT NUMBER: BRS-B619(4)

DATE OF CONTRACT: July 3, 1984

DATE WORK STARTED: July 30, 1984

ESTIMATED COMPLETION DATE: October 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 95

WORK DAYS USED:

CALENDAR DAYS USED: 139

SPECIFIED COMPLETION DATE: 10/16/84

PERCENT OF TIME ELAPSED: 146

PROJECT AUTHORIZATION: $ 261,350.78

EXCLUSIVE OF ENGINEERING: $ 240,626.93

ENGINEERING AUTHORIZATION: $ 20,723.85

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 240,626.93

This Week

ENGINEERING COST TO DATE: $ 25,071.12

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 120 %

DATE PROJECT WAS COMPLETED: December 30, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	0	0	0	0		

		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1	0	0	0	0	0
MILES PARTIALLY COMPLETED	2					
MILES COMPLETED	3					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4					
TOTAL QUANTITIES CORRECTED TO DATE	5					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6					
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK:

0 0 0

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1157A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9		0		
MONDAY 10		0		
TUESDAY 11		0		F
WEDNESDAY 12		0		
THURSDAY 13		0		
FRIDAY 14		0		
SATURDAY 15		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9	
MONDAY 10	
TUESDAY 11	
WEDNESDAY 12	
THURSDAY 13	
FRIDAY 14	
SATURDAY 15	

REMARKS

Semi-Final Records submitted to Region 6/3/85

Need letter of acceptance from County

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 5, 1985

In Reply Refer to
File No.: CON 5

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

Re: Time Extension Request
Grande Ronde River (Lower Cove Road) Bridge
Contract No. 9844
FAP No. BRS-B619(4)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested an additional 76 calendar days of contract time due to late mailing of contract documents (30 days), delays resulting from stop work orders (25 days), late delivery of a subcontractor's material (21 days).

Bids were opened on this contract on June 14, 1984. The contract and bond was mailed to you for signature on July 5, 1984, or 21 days after bids were opened. The contract provisions (Section 103.08 of the Standard Specifications) allow 20 days after bid opening for mailing the contract and bond to the contractor for signature. Therefore, a contract time adjustment of an additional one calendar day is granted for this portion of your request.

The work on this project was suspended twice in order to allow the State time to review certain design elements of the project. A contract time adjustment of an additional 25 calendar days is granted due to delays resulting from these work suspensions.

The late delivery of materials is not a valid reason for adjustment of contract time and this portion of your request is denied.

In summary, a contract time adjustment of an additional 26 calendar days is granted for the above stated reasons. There remains 18 calendar days of liquidated damages under this contract.

Should you wish further review of this matter, please contact Project Manager J. A. Schlieski.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
R. D. Hector w/att.
J. A. Schlieski w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Construction Engineer

Attn: Bryant Jackmond

DATE: January 18, 1985

CE.... CAE .... RECEIVED LS...... TC......
COE.... OM....
OE .... SA...... CC......
CA............ JAN 21 1985 FE ...... CP .....
CAM .... CONSTRUCTION POC.. ....
EEO............ SECTION OCs............
FILE. ....

SUBJECT: Time Extension Request
Grande Ronde River (Lower Cove Road) Bridge
Union County
Contract No. 9844

Attached is request by the contractor for an increase in project time for the subject project and the Project Manager's analysis.

The contract and bond were not submitted to the contractor until 21 days after bid opening. The contractor is therefore entitled to one additional day for the delay in award. The contractor refers to the date of July 24, 1985 (84). The signed copy of the contract was returned to the contractor on that date in 1984. Work started on July 30, 1984. Hopefully, the contractor was not awaiting return of the signed copy prior to commencing work.

Schlieski recommends an additional 25 calendar days due to delays related to suspension of work orders. Joe has already extended the specified completion date 17 calendar days for the time actually covered by the orders. The contractor had only four days of work between suspension orders. I believe such a short work period is so inefficient that no time should be charged. The contractor had to return a crew from work in Portland and advised the Project Manager he did not pull additional workmen off other work due to the uncertainty involved in the work schedule for this project. I recommend granting 4 days time for the period between suspension orders and another 7 calendar days to cover inefficiency occurring after the second suspension was lifted.

This would extend the specified completion to October 28, 1984 (17 days + 4 days + 7 days). I have no weather information for the area but am advised that October is normally markedly colder than September. This winter and last have been especially cold according to the locals. I therefore recommend the contractor be granted another 7 days extension due to cold weather delays that were a result of earlier delays.

The recommended revised specified completion is therefore November 4, 1984. This leaves 26 days of liquidated damages. The project is presently under a suspension of work order.

Warren R. Richards

Warren Richards
Region 5 Construction Engineer

WR:sh
Attach.

cc J. A. Schlieski

2-1-85

W. E. Schwartz -

I recommend a time extension of 26 C.D. One C.D. due to late mailing of the contract to the contractor for signature and 25 C.D. due to delays resulting from the two suspensions of work to review the design of the structure. The contractor claims he was delayed 25 C.D. in remobilizing and performing the work because of the suspensions. The Project Manager agrees. Certainly the remobilization and seasonal impact resulting from the suspensions did delay this project and 25 C.D. is probably reasonable in this case,

B. P. Jackmond.

1541

County Court of Union County
La Grande, Oregon 97850

From the office of
EARLE C. MISENER, COUNTY JUDGE

MIKE CALDWELL, COMMISSIONER
MARIE LESTER, COMMISSIONER

November 13, 1984

Bob Hector
Regional Engineer
Oregon State Highway Department
2111 Adams Ave.
La Grande, OR 97850

Dear Bob:

I am writing in reference to the problems that developed at the bridge replacement site on the Lower Cove Road.

I am of the opinion that the County Court erred in taking action involving the stoppage of the construction work being done on the bridge at the urgence of Duane Fleet and others. It was the responsibility of the Court to listen to the concerns of those people and to have consulted with the State Highway Department rather than to have ordered the first or second stoppage. The County Court should have more firmly supported Joe Schlieski representing the State Highway Department. Joe was placed in a very difficult position during the Court session and the Court should have been the one answering the complaints.

We do appreciate the help that your people have provided in both services and advise, and I look forward to a continuous working relationship.

Yours truly,

Marie C. Lester SB

Marie C. Lester
County Commissioner

MCL:sab

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 16 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

cy Joe

"Gold Star"

9244

531-1963

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITOL BUILDING, SALEM, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE OREGON	**FEDERAL AID PROJECT NO.** BRS-B619(3)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 11-9-83 To: 5-22-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
16910.93 ~~$16,906.43~~	$16,817.43	80%	$13,453.94	$13,453.94	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By ______ CONTROLLER *Authorized Officer* 8-27-84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ______

Amount Approved $ ______

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	GRANDE RONDE RIVER (LOWER COVE RD. - CATHERINE CR.) BRIDGE SECTION COUNTY ROAD IN UNION COUNTY					
	PRELIMINARY ENGINEERING TYPE CODE PE					
	STATE	ALL REQUIRED			$16,817.43	
	TOTAL PARTICIPATING PROJECT COST				$16,817.43	
	NON PARTICIPATING PROJECT COST					
	STATE	ALL REQUIRED			$ 89.00	
	TOTAL PROJECT COST				$16,906.43	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 8-30-84.					
	AMOUNT CARRIED FORWARD					

OREGON STATE HIGHWAY DIVISION
BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
530-1978	1	RRS -8573-001 APPR-138	1,800.00	352.87	352.87	90.00	317.58	317.58		
530-1980	1	RRS -8572-001 APPR-138	1,800.00	122.89	122.89	90.00	110.60	110.60		
530-1981	1	RRS -8574-002 APPR-138	1,800.00	123.89	123.89	90.00	111.50	111.50		
530-1982	1	RRS -8574-001 APPR-138	1,800.00	126.83	126.83	90.00	114.15	114.15		
530-1985	1	BRS -8573-002 APPR-114	20,800.00	12,655.02	12,638.63	80.00	10,110.90	10,110.90		
530-1990	1	BRS -8596-001 APPR-118	25,920.00	9,465.52	9,465.52	80.00	7,572.42	6,769.22		803.20
531-1934	1B	RRS -8618-002 APPR-138	6,338.71	7,043.01	7,043.01	90.00	6,338.71	6,338.71		
531-1963	1B	BRS -8619-003 APPR-118	13,453.94	16,910.93	16,817.43	80.00	13,453.94	13,453.94		
532-1902	1B	BRS -8636-001 APPR-118	17,780.73	22,227.84	22,225.91	80.00	17,780.73	17,780.73		
533-1943	1B	BRS -8407-001 APPR-118	15,774.47	19,718.09	19,718.09	80.00	15,774.47	15,774.47		
533-1947	1	RS -8417-001 APPR-075	29,970.00	9,300.27	9,035.63	88.15	7,964.91	7,964.91		
534-1901	1B	HES -9022-005 APPR-141	7,699.74	8,555.27	8,555.27	90.00	7,699.74	7,699.74		
534-1904	1B	HES -A663-001 APPR-141	10,908.98	12,121.09	12,121.09	90.00	10,908.98	10,908.98		
534-1948	1B	BRS -A690-001 APPR-118	19,816.37	24,779.46	24,770.46	80.00	19,816.37	19,816.37		
534-1949	1B	BRS -A685-004 APPR-118	29,111.50	36,389.38	36,389.38	80.00	29,111.50	29,111.50		
534-1950	1	BRS -A677-001 APPR-118	42,304.83	53,246.88	52,881.04	80.00	42,304.83	41,034.56		1,270.27
534-1953	1	BRS -A677-003 APPR-114	27,360.00	11,380.91	10,881.67	80.00	8,705.34	8,608.10		97.24
534-1970	1B	RS -A686-001 APPR-075	56,585.81	65,612.66	64,807.99	85.77	55,585.81	55,585.81		
	2B	RS -A685-001 APPR-075	38,943.53	45,991.27	45,404.61	85.77	38,943.53	38,943.53		
534-1970		PREFIX TOTALS	94,529.34	111,603.93	110,212.60		94,529.34	94,529.34		
535-1964	1	RS -8550-001 APPR-075		10.88				9.59	9.59-A	9.59CR
536-1955	1X	RS -A696-001 APPR-075	40,926.96	47,757.27	47,700.42	85.80	40,926.96	40,926.96		
536-1956	1	RS -A695-001 APPR-075	51,480.00	38,652.11	38,042.16	85.80	32,640.17	32,640.17		
536-1983	1	RS -A563-001 APPR-075	81,422.00	73,428.16	72,899.37	88.15	64,260.79	63,164.38		1,096.41
601-1968	1B	IR -8407-003 APPR-044	46,328.01	50,339.53	50,236.40	92.22	46,328.01	46,328.01		
601-1972	1B	IR -8407-006 APPR-044	51,807.19	56,369.65	56,201.82	92.22	51,829.32	51,807.19	22.13 B	

DESCRIPTION		PREFIX	FUNCTION	SUB	F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	530	1990	297	00	N 9		252.12	1,618.94	
	530	1990	298	00	N 9	1,257.24	1,399.21	6,758.02	
	530	1990	901	00	P 1	1,017.99	1,050.15	4,469.49	
	530	1990	918	00	P 1			6.44	
	530	1990	920	00	P 1			111.00	
	530	1990	926	00	P 1	484.50	1,721.89	5,028.92	
	530	1990	937	00	P 1		169.67	169.67	
			TOT		P1	1,502.49	2,941.71	9,785.52	
			** JOB TOTALS **			1,502.49 **	2,941.71 **	9,785.52 **	
UPRRXING @ AIRPORT RD	CONT NO		* FA PROJ NOS BRS B618002 100						STATE
	531	1934	296	00	N 9			6,338.71CR	
	531	1934	298	00	N 9			6,338.71	
	531	1934	901	00	P 1			6,400.59	
	531	1934	905	00	P 1			49.41	
	531	1934	910	00	P 1			80.08	
	531	1934	914	00	P 1			446.50	
	531	1934	918	00	P 1			44.12	
	531	1934	922	00	P 1			22.31	
			TOT		P1			7,043.01	
			** JOB TOTALS **			**	**	7,043.01 **	
GRANDE RONDE R(L COVE R)B	CONT NO		* FA PROJ NOS BRS B619003 100						STATE
	~~531~~	~~1963~~	~~296~~	~~00~~	~~N 9~~	~~216.62~~	~~501.56CR~~	~~15,891.82CR~~	
	~~531~~	~~1963~~	~~297~~	~~00~~	~~N 9~~	~~288.64CR~~	~~87.85~~	~~2,437.88~~	
	~~531~~	~~1963~~	~~298~~	~~00~~	~~N 9~~	~~15.88CR~~	~~412.71~~	~~17,457.84~~	
	531	1963	901	00	P 1			3,532.58	
	531	1963	905	00	P 1	4.50CR		2,129.32	
	531	1963	905	00	N 1	4.50	4.50	4.50	—
	531	1963	906	00	P 1			~~1,246.46~~	To 921
	531	1963	918	00	P 1			388.74	
	531	1963	920	00	P 1			176.99	
	531	1963	921	00	P 1			~~660.28~~	To 929
	531	1963	923	00	P 1			93.00	
	531	1963	926	00	P 1			2,464.05	
	531	1963	926	00	N 1			89.00	
	531	1963	927	00	P 1			~~4,508.05~~	5754.51
	531	1963	929	00	P 1			~~307.72~~	968.50
	531	1963	932	00	P 1		19.97CR		
	531	1963	933	00	P 1			80.27	
	531	1963	937	00	P 1			1,229.47	
			TOT		P1	4.50CR	19.97CR	16,817.43	
			TOT		N1	4.50	4.50	93.50	
			** JOB TOTALS **			**	15.47CR**	16,910.93 **	
WALLOWA RIVER(STEIN)BR	CONT NO		* FA PROJ NOS BRS B636001 100						STATE
	532	1902	296	00	N 9			20,750.73CR	

9844

July 24, 1984

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

CON 5
#9844

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9844 for work on the Grande Ronde River (Lower Cove Road) Bridge in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

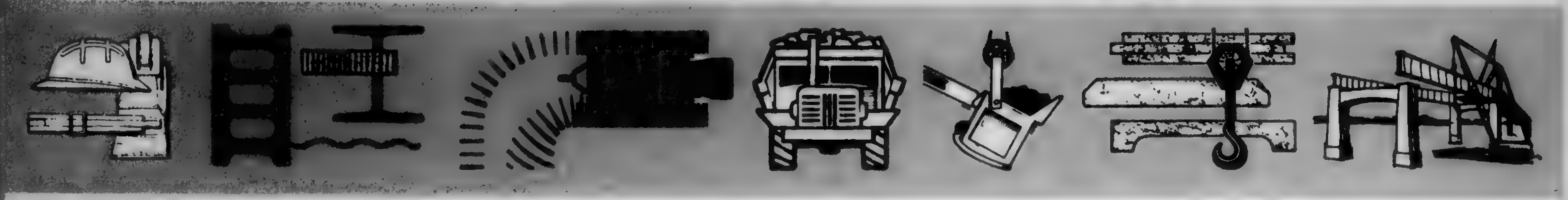
dc
Encl.

cc: United Pacific Insurance Company
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Jan Peterson
Robert Hector
Joseph Schlieski

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

June 14, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

RE: Grande Ronde River (Lower Cove Road) Bridge # 9844
County Raod, Union County
Bid Proposals of June 14, 1984.

Gentlemen:

Our minority sub-contractor for the above project is J & J Fencing, Inc of Springfield, Oregon.

Item #	Item	Unit	Quan	Unit Prices
9	Guard Rail, 2 A	Lin Ft	100	$13.50
10	Guard Rail, 3	Lin Ft	100	30.50
11	G R Anchors, 1	Each	4	325.00
12	Rail End Pieces, C	Each	4	99.00
25	Two Tube Steel	Lin Ft	301	50.00

Total Dollar Participation is $21,146.00 or 9.2% og proposed contract.

Sincerely,

DOUGLAS S COATS INC

Ruth L. Pooler

Ruth L Pooler, Secretary

cc- Key Turner

RECEIVED
JUN 18 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9844

+

TO BE COMPLETED BY FHWA 7-93	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 7-13-84	STATE Oregon COUNTY Union PROJECT NO. BRS-B619(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Grande Ronde River Bridge on Lower Cove Road, 4.5 miles SE of Alice

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-23-84	0.024
OTHER *(Specify)*		

FUNDS Pro-rata 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 260,783.00	$ 208,626.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
For Manager, Program Section
(Title)
XX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JUL 13 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   JULY 10, 1984

FEDERAL AID PROJECT NO. BRS-B619(4)

GRANDE RONDE RIVER (LOWER COVE ROAD) BRIDGE
COUNTY ROAD
UNION COUNTY

PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure No. 1157A (Sta. 6+50 to Sta. 12+00)

Mobilization	Lump Sum	All	--	$ 22,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	--	500.00
Temporary Signs	Sq. Ft.	89	10.00	890.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	Lin. Ft.	72	10.00	720.00
Toe Trench Excavation	Cu. Yd.	30	20.00	600.00
General Excavation	Cu. Yd.	976	4.00	3,904.00
Aggregate Base	Ton	1,000	10.00	10,000.00
Class "C" Asphalt Concrete	Ton	205	38.00	7,790.00
Guard Rail, Type 2A	Lin. Ft.	100	14.00	1,400.00
Guard Rail, Type 3	Lin. Ft.	100	31.00	3,100.00
Guard Rail Anchors, Type 1	Each	4	325.00	1,300.00
Rail End Pieces, Type C	Each	4	99.00	396.00
Extra for Asphalt Approaches	Each	2	200.00	400.00
Loose Riprap, Class 50	Cu. Yd.	195	9.00	1,755.00
Bridge Removal Work	Lump Sum	All	--	10,000.00
Structure Excavation	Cu. Yd.	100	8.00	800.00
Furnish Pile Driving Equipment	Lump Sum	All	--	2,500.00
Furnish Prestressed Concrete Piling	Lin. Ft.	644	22.00	14,168.00
Drive Prestressed Concrete Piles	Lin. Ft.	644	0.50	322.00
Structural Concrete, Class 3300	Lump Sum	All	--	24,000.00
Structural Concrete, Class 4500	Lump Sum	All	--	23,000.00
Reinforcement (19,800 lb.)	Lump Sum	All	--	7,900.00
Coated Reinforcement (12,400 lb.)	Lump Sum	All	--	7,400.00
125'/130' Bulb Tee Prestreseed Beams	Each	15	12,500.00	62,500.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	134	55.00	7,370.00
Two Tube Steel Railing	Lin. Ft.	301	50.00	15,050.00
				$ 229,765.00

ANTICIPATED ITEMS

Roadside Seeding & Mulching	All Required	$	500.00
	Subtotal	$	230,265.00
	Engineering		31,018.00
	Total	$	260,783.00

Length of Structure ---------------- 0.024 mile

Federal Funds (80%)		$	208,626.00
County Funds			52,157.00
	Total	$	260,783.00

Group 1: 100%
Contract No. 9844
Prefix: 531-1963 P.E.
531-1021

WH:me

7214

June 21, 1984

PRU

Mr. Alvin Campbell
County Roadmaster
Route 1, Box 1676
LaGrande, OR 97850

Dear Mr. Campbell:

SUBJECT: Grande Ronde R. (Lower Cove Rd.) Br.
Union County
Project No. BRS-8619(4)

On June 14, 1984 the Highway Division received a satisfactory bid from Douglas S. Coats, Inc., P.O. Box 311, Bend, OR 97709, for the subject project.

This is a Highway Bridge Replacement (HBR) project, and as per our Agreement No. 7946, the County is requested to deposit their share of the project cost as computed below:

Contractor's Bid	$229,765.00
Anticipated Items	500.00
SUBTOTAL	$230,265.00
Contingencies (4 1/2%)	10,361.93
Engineering (9%)	20,723.85
TOTAL CONTRACT COST	$261,350.78
Less Federal Funds (80%)	(209,080.62)
COUNTY SHARE (20%)	$ 52,270.16

COUNTY SHARE & ADVANCE DEPOSIT $ 52,300

We will award the contract when we receive your advance deposit in the amount of $52,300, which should arrive no later than July 6, 1984. You may use one of the three options for payment described in the attachments.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

Received LGIP
6-28-84

MKS:pf
Attachments
bcc w/AD #84-67: Roger Lang, Region 5
V. E. Skoog-Please return completed AD #84-67 when advance deposit is received.

9844

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
MAINTENANCE SECTION - P. O. BOX 14030 - SALEM, OR 97310

In Reply Refer to
File No.: MAI 14-1

DATE: May 30, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:

John H. Wood
Structure Maintenance Engineer

SUBJECT: Grande Ronde River (Lower Cove) Bridge #1157
FAS B-619, Union County

Attached per your request are the bridge inspection report and the structure inventory and appraisal sheet for this bridge. If there is a timber boring report we do not have a copy in our file.

Please note that the condition problems are confined to the timber approach span. Disregarding these problems as repairable still leaves a substandard through truss with a very narrow roadway and poor approach alignment.

JHW:llb
bc: W. E. Schwartz ✓
W. J. Hart

Attachment

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 30 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9844

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B619(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40076

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/23/84

8. FEDERAL ROUTE NUMBER Secondary B619

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Grande Ronde River (Lower Cove Road) Bridge #1157

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 5/21/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $273,000, Federal Funds $218,400 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 5/15/84 that provisions of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28,

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

9844

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B619(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40076

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/23/84

8. FEDERAL ROUTE NUMBER Secondary B619

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Grande Ronde River (Lower Cove Road) Bridge #1157

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

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☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

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The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
JUN 6 '84

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5/23/84

8. FEDERAL ROUTE NUMBER: Secondary B619

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Grande Ronde River (Lower Cove Road) Bridge #1157

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

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The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
JUN 6 '84
REFER TO Potter
FOR
Info | Initial | R/D | D/R | Sign | Act | File

Orig to
6/6

14. DATE: 5/23/84

15. SIGNATURE OF APPROVING OFFICIAL: G K H

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OMI
Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END
OF
RETAKE

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

May 11, 1984

IN REPLY REFER TO

HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon BRS B-619(3)
Grande Ronde (Lower Cove) Bridge, Union County
(Mr. Tindall's Memo to Reg 5 Engr Hector, 4-19-84)

We have reviewed the Grande Ronde (Lower Cove) Bridge on May 1 with Messrs. Wood and Falls. This structure is composed of concrete piers supporting the pony truss and stay-in-place forms for the concrete deck and a treated-timber eastern approach span. The timber approach span appears to have experienced some time-deterioration and perhaps some overloads. We do not have any information on the substructure, which is rated "3" on the SI&A sheets. The structure is narrow (16.8 feet) but has only 140 ADT. The roadway is in a rural farm setting.

We would appreciate more support information on the condition ratings. High water was present during our review, and the foundation was not obvious. Also, the timber borings were not available.

Sincerely yours,

Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
MAY 14 '84
REFER TO J. Wood
FOR
Info | Invest | R/D | D/H | Sign | [illegible] ✓

WES
Eng
cc Hunter
5-15

Section [illegible]

Highway County Road Project Length 0.1 mi

9844

County Union Completi. ~~Time~~ Date Sept. 30, 1984

Kind of Work Grading, Paving and Structure Est. Comp. Date "

Prefix 531-1963-921 Letting Date June 14, 1984 Project No. BRS-B619(4)

RECV'D 5/9/84 @ 2:45 PM
JG

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 252,060.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ________		
Roadside Seeding & Mulching	500	$ 500
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		

Subtotal $ 252,560.00

Contingencies (4-1/2%) 11,365.20

Engineering ~~(8~~, 9, 1~~0%)~~ 22,730.40

Subtotal $ 286,655.60

Credit for ________ . . . . ________

Estimated Net Authorization, Construction . . . . $ 286,655.60

APPROVED

____
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Grande Ronde R. (Lower Cove Rd) Bridge	COUNTY Union	SHEET 1	OF 2
KIND OF WORK Grading, Paving and Structure	KEY NUMBER	LENGTH	DATE
			NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 4-25-84 THIS ENGINEERING ESTIMATE IS FILED FOR BID LETTING 6-14-84					
	Mobilization		LUMP SUM	All	LUMP SUM	25,000
	Temporary Protection and Direction of Traffic		LUMP SUM	All	LUMP SUM	1000^{00}
	Temporary Signs		Sq. Ft	89	6^{00}	534^{00}
	Temporary Continuous Rail Traffic Barrier, Reflectorized		Lin Ft	72	7	504^{00}
	ROADWORK					
	Toe Trench Excavation		Cu Yd	30	10	300
	General Excavation		Cu Yd	976	6	5856
	Aggregate Base		Ton	1000	11	11000
	Class "C" Asphalt Concrete		Ton	205	43	8816
	Guard Rail, Type 2A		Lin Ft	100	15	1500
	Guard Rail, Type 3		Lin Ft	100	30	3000
	Guard Rail Anchors, Type 1		Each	4	350	1400
	Rail End Pieces, Type C		Each	4	90	360
	Extra for Asphalt Approaches		Each	2	175	350
	Loose Riprap, Class 50		Cu Yd	195	15	2925

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Grande Ronde R. (Lower Cove Rd) Bridge
COUNTY
SHEET 2 OF 2
KIND OF WORK
KEY NUMBER
LENGTH
DATE
NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
	Bridge Removal Work 122'x 20'x $5/ft^2		LUMP SUM	All	LUMP SUM	12,200^{00}
	structure Excavation		Cu Yd	100	11^{00}	1,100^{00}
	Furnish Pile Driving Equipment		LUMP SUM	All	LUMP SUM	15,000^{00}
	14.00+(3.[illegible]×260[illegible]/(4×[illegible]) = $18.[illegible] Furnish ~~#6~~ Prestressed Concrete Piling		Lin Ft	644	19^{00}	12,236^{00}
	+(3.[illegible]×260/2) Drive Prestressed Concrete Piles		Lin Ft	644	1^{50}	966^{00}
	98 c.y. @ $215/c.y. Structural Concrete, Class 3300		LUMP SUM	All	LUMP SUM	21,070^{00}
	93 c.y. @ $225/c.y. Structural Concrete, Class 4500		LUMP SUM	All	LUMP SUM	20,925^{00}
	Reinforcement 13800 ~~8530~~# @ $.40		LUMP SUM	All	LUMP SUM	7,920^{00} ~~3,412~~
	Coated Reinforcement 12,400 ~~10,600~~# @ $.55		LUMP SUM	All	LUMP SUM	6,820^{00} ~~5,830~~
	(125'x100)+(7×260) 125'/130' Bulb Tee Prestressed Beams		Each	5	14,320^{00}	71,600^{00}
	Reinforced Concrete Bridge End Panels		Sq. Yd	134	57^{00}	7,638^{00}
	Two Tube Steel Railing		Lin Ft	301	40^{00}	12,040^{00}
						252,060^{00}

734-1736 (REV. 2-84)

7244

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

DATE: April 27, 1984

TO: Dale Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 40076
Project No. BRS-B619(4)
Grande Ronde R. (Lower Cove Rd.) Bridge Sec.
Lower Cove Rd.
Union County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intentions to receive bids for this project on June 14, 1984.

DRH:lks

Attachments

cc R. D. Hector (Region 5)
General Files
Mike Schultz w/att.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAY 1 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

Budget Bureau No. 41-R2067; Approval Ex

U.S. DEPARTME
BUREAU O

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1
(REV. 4-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 4-27-84

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 4.5 mi. S.E. of Alicel	ADT	PRESENT 170 25 DHV	FUTURE ---	YEAR --	REGION 10	STATE NAME Oregon	STATE CODE 41

										PROJECT NUMBER		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Structure	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S) BRS-	NUMBER B619	SEQ. NO. (4)

CARD 4	CLASS OF FEDERAL FUNDS Bridge Replacement (Opt. 20% off-system/on-system)	COUNTY NAME Union			CODE 061
	NAME OF URBAN AREA	ROUTE NO. S	FEDERAL-AID B619	STATE Co. Rd.	U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS County
1												
5					PE							
5					ROW							
5					CONST (CODE) X081	(09)	"Grande Rone R. (Lower Cove Rd.) Bridge Sec."	0.104	273,000	218,400	- - -	54,600

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.104	273,000	218,400	- - -	54,600
1	14	PROGRAM APPROVAL DATES 10-1-83						

REMARKS
Additional Data: Item No. 40076; Projec
No. BRS-B619(3).

-OVER-

USCOMM DU

Budget Bureau No. 41-R2067; Approval Expires Febru

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

4-27-84

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Approx. 4.5 mi. S.E. of Alicel		170 25 DHV	---	--	10	Oregon	41	114	40076

ROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
								BRS-	B619	(4)		

PROJECT NUMBER

I. Projects Only

AL FUNDS
placement (Opt. 20% off-system/on-system)

AREA

COUNTY NAME: Union
CODE: 061

ROUTE NO. S
FEDERAL-AID: B619
STATE: Co. Rd.
U.S.: --

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) X081	(09)	"Grande Rone R. (Lower Cove Rd.) Bridge Sec."	0.104	273,000	218,400	- - -	54,600	
	PARED BY DRH		PROJECT TOTALS	0.104	273,000	218,400	- - -	54,600	

GRAM APPROVAL DATES 10-1-83

REMARKS
Additional Data: Item No. 40076; Project No. BRS-B619(3).

-OVER-

Grande Ronde R.(Lower Cove Rd.) Bridge Sec.

Remarks continued:

Project Data: Work under this project consists of 1) construct one concrete reinforced Bulb-T beam bridge (No. 1157A) 125 ft. in length with 28 ft. roadway; 2) remove existing structure; 3) construct approaches requiring grade, drain and high-type pave; 4) adjust utilities as required; 5) and incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County agreement No. 7946 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 10-4-83.

Note: 1) This project is in Congressional District No. 2.

2) Included in the approved bridge replacement inventory (Br. #1157) list with a sufficiency rating of 12.7.

3) Included in FY '84 6 yr. HIP/AE on page 121.

7944

STATE OF OREGON

INTEROFFICE MEMO

DES 23
1157A

TO: Robert D. Hector
Region 5 Engineer

DATE: April 19, 1984

FROM: John M. Tindall
Principal Structural Design Engineer

SUBJECT: Grande Ronde Riv. (Lower Cove Rd.)Bridge
Grande Ronde R. (Lower Cove Rd.) Br. Section
Lower Cove Road
Union County
Bridge 1157A

Attached are two reduced prints of Drawings 39327 through 31 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork .	$ 28,000
Structure	166,000
Engineering & Contingencies	39,000
TOTAL	$233,000

It is planned to call for bids on this section on June 28, 1984.

Please make a field review and return one set by May 4, 1984 with your comments and/or corrections noted.

JMT:smd

Attachments

cc Alvin Campbell (Union Co. Roadmaster) /w/ 2 sets
H. A. Schell, /w/ 2 sets
Specs Unit /w/ 1 set plus estimate sheet(unchecked) and designer's notes. (Free Co. Design)
Construction /w/ 1 set
Utility Unit /w/ 1 set
Project Management
~~Eng~~ineering /w/ 1 set
Joe Schlieski /w/ 1 set

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
APR 20 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO La Gov.
FOR ______

81-125-1987

9844 4-11-1

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section, Detail & Summary
3	Plan & Profile

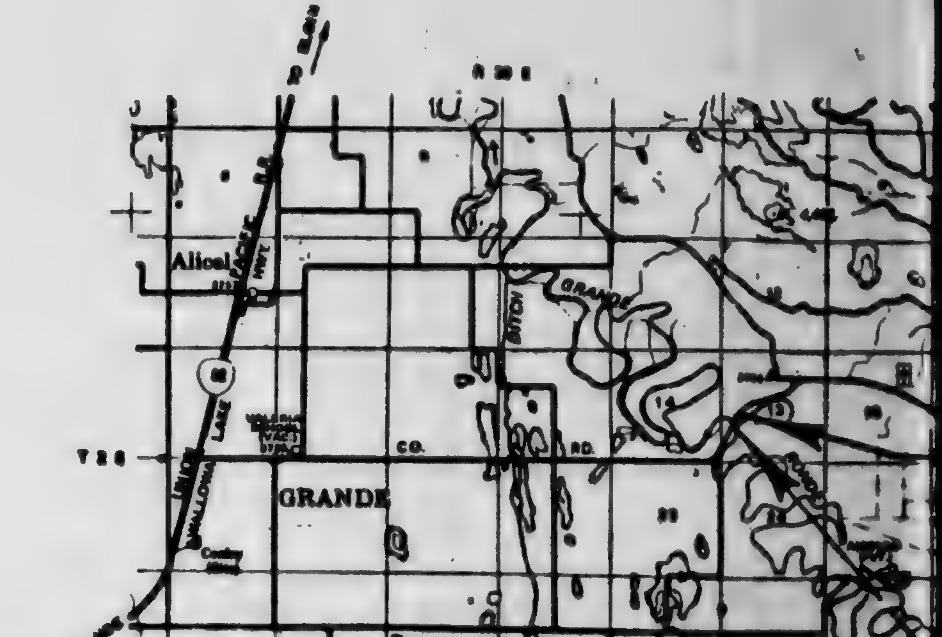
DONALD E. ADAMS

Temp. Prot & Direction of Traffic
to be written in Specs.

STATE OF OR
DEPARTMENT OF TRA
STATE HIGHWAY
PLANS FOR PROPOSED

GRANDE RONDE R. (LOWER C
COUNTY ROA
UNION COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE


Alicel
GRANDE
RONDE
TO LA GRANDE
CO.
RD.
COVE
HWY.
T2S
T3S

Sketch Map
Scale 0 1 2 Miles

Length of Project 0.10 mi.

GRANDE RONDE R. (LOWER COVE RD.) BRIDGE SEC. COUNTY ROAD UNION COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR-C

E OF OREGON

T OF TRANSPORTATION

IGHWAY DIVISION

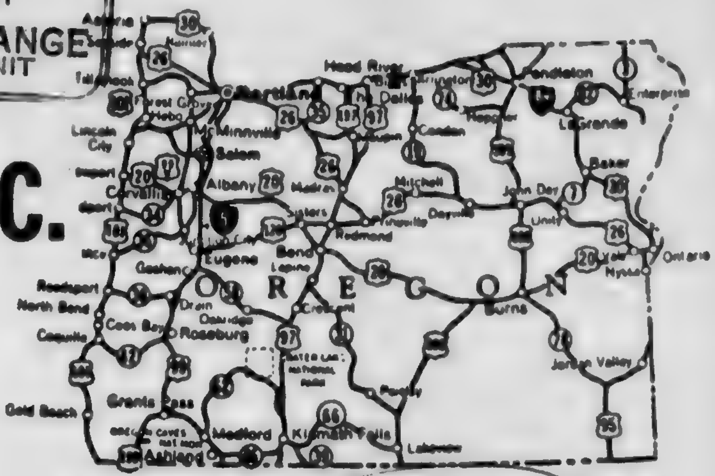
FOR PROPOSED PROJECT

PRELIMINARY COPY
APR 5 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

OWER COVE RD.) BRIDGE SEC.

COUNTY ROAD

UNION COUNTY


O R E G O N
Portland
Salem
Eugene
Bend
Pendleton
La Grande
Baker
Ontario
Medford
Klamath Falls
Roseburg
Coos Bay
Burns
Enterprise

APPROVED BY

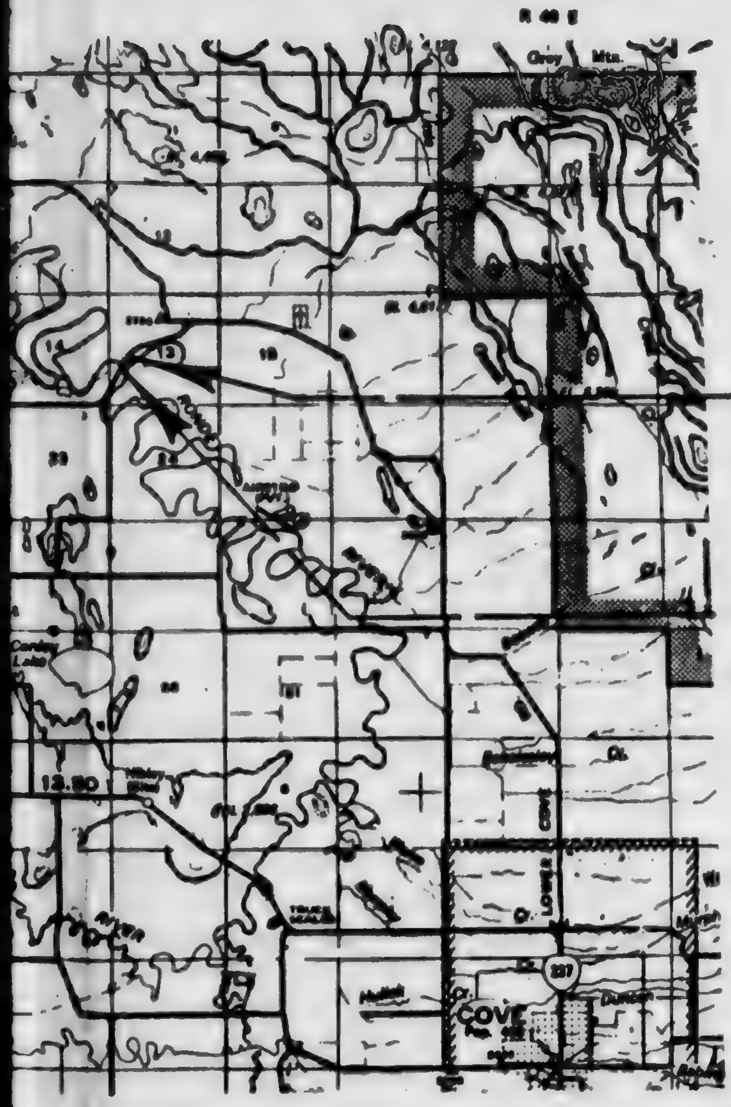
COUNTY OF Union

JUDGE OR CHAIRMAN

COMMISSIONER

Marie C. Lester
COMMISSIONER

DATE 4-11-84


Gray Mtn.
COVE
237
LOWER COVE

END OF PROJECT
STA. 12+00

BEGINNING OF PROJECT
STA. 6+50

N

H. S. Coulter STATE HIGHWAY ENGINEER

E. S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER

etch Map
1 2 Miles

/ - 9844

~~[illegible]~~
531-1963

STATE OF OREGON

INTERoOFFICE MEMO

DES 23
1157A

TO: R. D. Hector
Region 5 Engineer
Attention R. G. Lang, Reg. Fed. Aid Specialist

DATE: March 23, 1984

FROM: John M. Tindall
J. M. Tindall
Principal Structural Des. Eng.

☒ RE ☐ RCE ☐ RME ☑ ROE

MAR 27 1984
RECEIVED
REGION 5 OFFICE

SUBJECT: Grande Ronde (L.Cove Rd.)Br. 1157A
Grande Ronde (L.Cove Rd.) Bridge Section
Lower Cove Rd.-FAS B619
Union County

Attached are four reduced prints of Drawings 39210, 39139-40 which are the preliminary plan and elevation and vicinity map for the subject structure. Also attached is one copy of the Foundation Report which should be forwarded to the County.

Note that concrete bridge approach panels have been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$ 28,000
Structure	195,000
Engineering & Contingencies	45,000
TOTAL	$268,000

Please use these prints to obtain the approval of Union County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project on June 28, 1984.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______________________
FOR ______________________

SHG:smd

Attachments

cc H. A. Schell /w/ 1 set & copy of Foundation Report
Engineering /w/ 1 set
Project Management /w/ 1 set
Environment (M.Banks) /w/ 1 set

3/27/84 cc Joe Schlieski w/3 sets plans and Foundation Report for County. Please get together with County, review and return approved plans together with any comments you and they may have to this office by April 12.

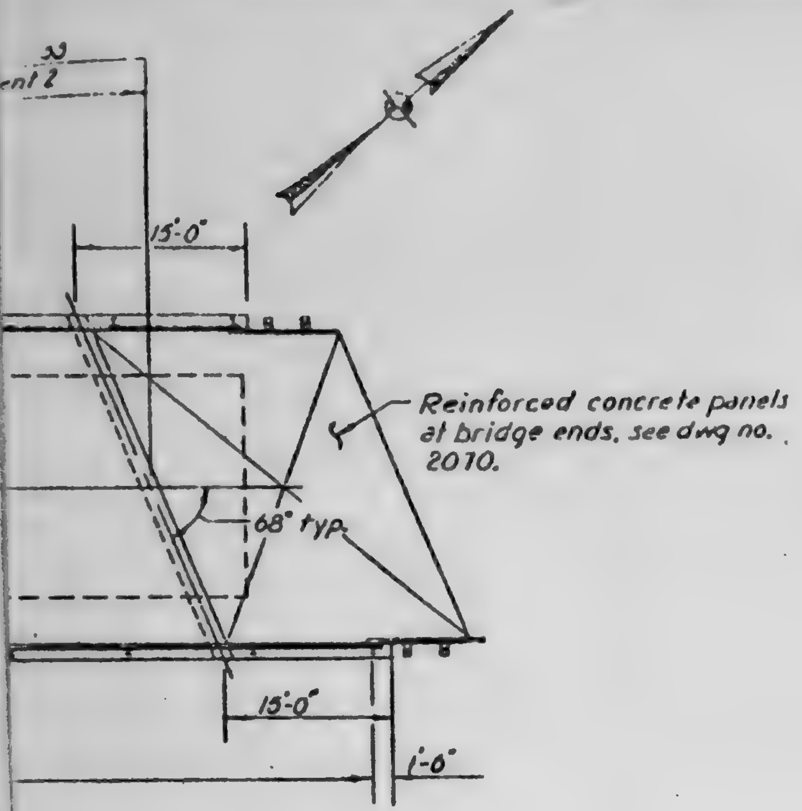
Shirley

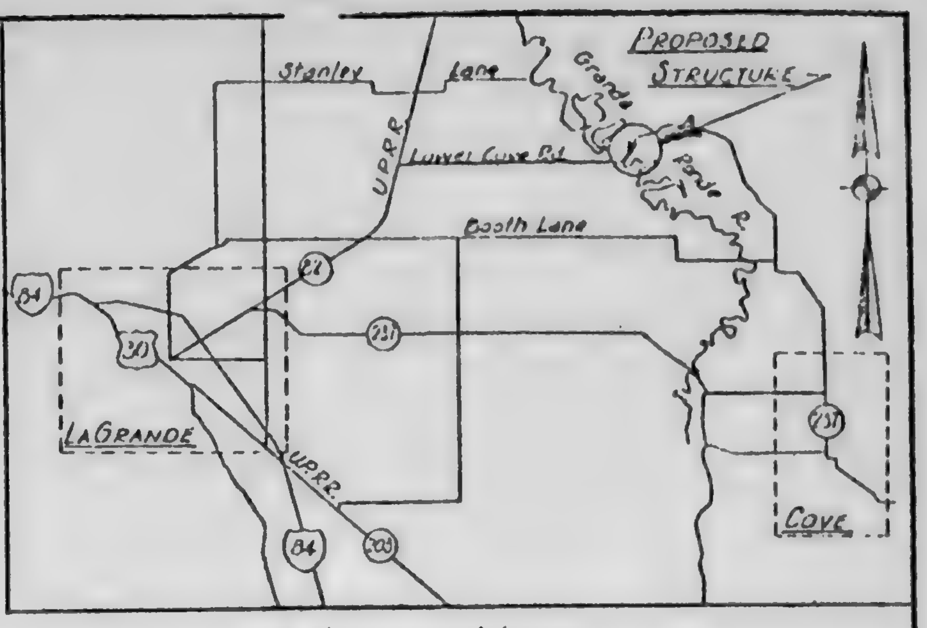
rec'd appr plans 3/29/84

3/30/84 cc John Tindall w/approved plans from County. No comment or corrections from County, Project Manager or Region 5.
sh

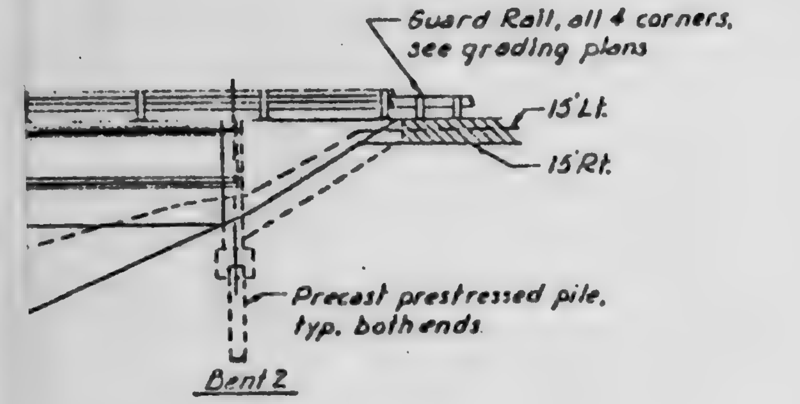
Shirley Heath

Contains Recycled Materials
81-125-1387


33
ent 2
15'-0"
Reinforced concrete panels at bridge ends, see dwg no. 2070.
68° typ.
15'-0"
1'-0"


Proposed Structure
Stanley
Lane
Grande
Ronde R.
UPRR
Lower Cove Rd
Booth Lane
84
30
82
237
LaGrande
UPRR
84
203
237
Cove

VICINITY MAP


Guard Rail, all 4 corners, see grading plans
15'Lt.
15'Rt.
Precast prestressed pile, typ. both ends.
Bent 2

APPROVED BY
COUNTY OF Union
JUDGE OR CHAIRMAN
COMMISSIONER
Marie C. Lister
COMMISSIONER
DATE 3-28-84

℄ 0.0%
posed structure
LINE

Max. Fld. Yr. 1965
1830
23
20793

APPROVED: P.E.	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
BRIDGE ENGINEER P.E.	GRANDE RONDE (LOWER COVE RD.) BR. GRANDE RONDE (LOWER COVE RD.) BR. SEC. LOWER COVE RD. UNION CO.
ASST STATE HIGHWAY ENGINEER	
DESIGNED DRAWN 3IIG CHECKED REVIEWED REVIEWED CALC. BOOK	PRELIM. PLAN & ELEVATION
DATE / REVISION	ACCOMPANIED BY DWGS.
	DATE BRIDGE NO. 1157A
	SHEET 1 OF DRAWING NO. 39210

7:44

File Info

STATE OF OREGON

INTEROFFICE MEMO

DES 23
1157A

TO: Donald L. Trout
Office Engineer, Engineering Sec.

DATE: March 23, 1984

FROM: John M. Tindall
J. M. Tindall
Principal Structural Des. Engr.

x/s Road Plans?

SUBJECT:

Grande Ronde (L.Cove Rd.)Br. 1157A
Grande Ronde (L.Cove Rd.)Br. Section
Lower Cove Rd.
Union County

Butte

Attached are 26 reduced prints of Drawings 39210 and 7 reduced prints of Drawings 39139-40 which are the preliminary plan and elevation and vicinity map for the subject structure. These are being forwarded for your submittal to the Division of State Lands.

The following should be of special interest:

	YES	NO	QUANTITY
Riprap	x		80 Yd.^{3}
Channel Change		x	
Fill in Waterway		x	
Excavation in Waterway	x		100 Yd.^{3}

SHG:smd

Attachments

Vatsteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout VT
Wakerlig

RECEIVED
MAR 26 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Contains Recycled Materials
81-125-1387

[illegible] 3-16-84 N

Please have all copies of the Grande Ronde River Bridge (Lower Cove Road) hydraulic report dated March 12, 1984 destroyed and replaced with copies of this report.

cc. Frank Terpin
Walt Hart
Jack Davis
Don Adams
Bob Hector
Gary Potter
Herb Schell, FHWA

RECEIVED
MAR 16 1984
ROAD DESIGN SECTION

[illegible]
Anderson
Adams
Macnab
Edwards
Terpin
[illegible]
[illegible]

Do Not File ☐
Return To
Bring Up / /
Action

cys (Rr)

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: REVISED
March 16, 1984

Barbara Hopewell

FROM: Barbara Hopewell
Hydraulics Design Specialist

SUBJECT: Grande Ronde River (Lower Cove Road) Bridge
Lower Cove Road, FAS B619
Union County

The proposed project will replace an existing narrow steel pony truss. The existing bridge was built around 1925 and originally consisted of a 19-foot timber end span, a 100-foot steel pony truss main span and a 21-foot timber end span. The structure was raised 2 feet in the 1950's and the 19-foot timber end span replaced by embankment.

The proposed structure is to be placed in the same location as the present bridge. For analysis a single-span bridge was assumed.

HYDROLOGY

The old Grande Ronde channel flows in a south-north direction. From the mouth of the Catherine Creek to the mouth of State Ditch, the Grande Ronde is sluggish and meanders in long sweeping loops. The direct drainage area at the bridge site is 405 square miles. Grande Ronde River Gage No. 13322100 near Cove, Oregon, with a drainage area of 371 square miles and located approximately 14 miles upstream, was statistically analyzed. Seventeen years of records were used starting in 1960 and extending to 1978. The recurrence interval vs. peak discharge relationship listed below was determined from a Log-Pearson Type III statistical analysis of this gage data.

RECURRENCE INTERVAL	PEAK DISCHARGE
100-year	2,550 cfs
50-year	2,190 cfs
25-year	1,850 cfs
10-year	1,410 cfs
5-year	1,080 cfs

The largest flood was in 1965 when a discharge of 1,830 cfs was recorded. Local ranchers have never seen the water over the roadway since the structure was raised.

Grande Ronde R (Lower Cove Rd) Bridge
Lower Cove Road, FAS B619
Union County

HYDRAULIC DESIGN

The 25-year flood was used for design. The 25-year flood has a discharge of 1,850 cfs and a high water elevation of 2,679.5 feet. There is less than 0.01 feet of backwater created from the structure. The 100-year flood has a flow of 2,550 cfs at stage elevation of 2,681.6 feet. The bridge causes 0.01 feet of backwater with a 100-year flood.

To overtop the road in the vicinity of the bridge, the upstream high water elevation would have to be approximately 2,685.7 feet. This is well above the 100-year high water elevation; therefore, there appears to be no threat of water over the road.

Mr. Alvin Campbell, Union County Roadmaster, stated that the present bridge elevation is adequate. To avoid possible flow problems with the future bridge, it is recommended that the same vertical clearance be provided.

The present bridge length is providing an adequate waterway opening. There are no backwater problems created from the structure; therefore, the bridge length required will depend on the distance needed to span the river. The waterway area for the proposed bridge is 995 square feet normal to the stream and below elevation 2,679.5.

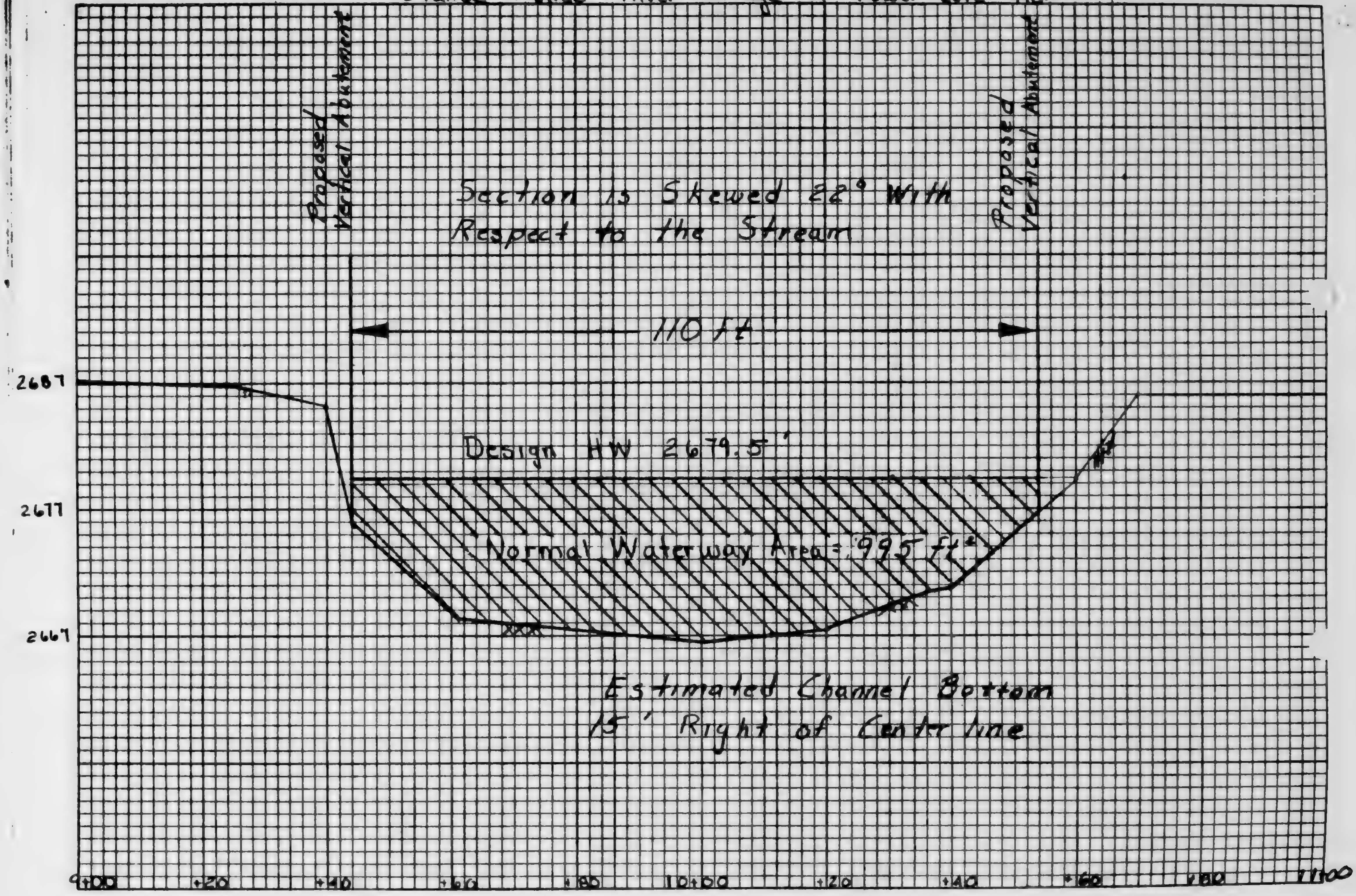
RIPRAP

The river bank is a sandy soil and does erode during periods of high water. The velocity of the water through the bridge is less than 2 fps. It is recomended that Class 50 loose riprap be placed at the toe of vertical abutments. If spillthrough abutments are used a one-foot blanket of Class 50 loose riprap should be placed on the fresh fill slopes. A filter blanket is not required.

BH:ge
Attachment

cc w/att
Frank Terpin
Walt Hart
Jack Davis
Don Adams
Bob Hector
Gary Potter
Herb Schell, FHWA

Grande Ronde River Bridge at Lower Cove Rd.


Proposed Vertical Abutment
Proposed Vertical Abutment
Section is Skewed 22° With Respect to the Stream
110 ft
Design HW 2679.5'
Normal Waterway Area = 995 ft²
Estimated Channel Bottom 15' Right of Center line
2687
2677
2667
9+00
+20
+40
+60
+80
10+00
+20
+40
+60
+80
11+00

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM FLOOD EXPECTED	MAXIMUM FLOOD YEAR (1965)
Discharge	cfs	1850	2550	3450	1830
	m³/s				
Frequency — yrs.		25	100	500	23
H.W. Elevation Natural Channel	ft.	2679.5	2681.6	2684.0	2679.4
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	1.9	2.1	2.4	1.9
	mps				
Headwater Elevation	ft.	2679.5	2681.6	2684.0	2679.4
	m.				
Tailwater Elevation	ft.	2679.5	2681.6	2684.0	2679.4
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

GRANDE RONDE RIVER BRIDGE
LOWER COVE ROAD
UNION COUNTY

COMPILED BY:
HOPEWELL

DATE:
REVISED/
3-16-84

9844

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Grande Ronde River (Lower Cove Road) Bridge
Date March 15, 1984

Highway: FAS B619, Lower Cove Road
Ten Year Traffic Coefficient 6.4

County: Union
18 kip EAL's per day 15.6

Prefix: 531-1963
R Value 12

Project Manager: Joe Schlieski
Frost Penetration 30"-36"

CBE Total Requirement 20.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
3.0"	A.C. Wearing Surface Class "C"	6.0"
14.0"	Aggregate Base (1.0"-0)	14.0"
17.0"		20.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Cement Treated Existing Roadway Material	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Program Section ✓
Region Federal Aid Specialist

9844

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 03
Salem, Oregon 97310

PROGRAM SECTION
MANAGER ------- PROJECT UNIT --------
1984
MAN. ASSIST. -------- PROGRAM UNIT --------
REFER TO
FOR

Attention: County-City Unit

Subject: Federal Aid Project No. BRS-B619(3)

Project Name: Grande Ronde River (Lower Cove Road) Bridge #1157

Regarding the above refered to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city or county in accordance with said act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe, and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the aboved referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at La Grande, Oregon, this 1 day of FEB, 1984

City/County of Union

~~Mayer~~/County Judge/chairman

Marie E. Foster
Councilman/Commissioner

Councilman/Commissioner

Certified By [illegible]
Region Right of Way Supervisor
February 6, 1984

Instructions: Complete A or B and C.
R/W File No. ____________
Rev. 1/76

- 9844

November 28, 1983 PRO

Mr. Alvin Campbell
County Roadmaster
Rt. #1 Box 1676
LaGrande, OR 97850

SUBJECT: P.E. Advance Deposit
GRANDE RONDE R. (Lower Cove Rd.-Catherine Ck.)
Br. #1157
Project #BRS-B619(3)
Union County

Dear Mr. Campbell,

The Federal Highway Administration has approved the preliminary engineering (P.E.) for this project. The County's share of these costs and advance deposit will be as follows:

Total P.E. Costs	$ 25,600
Federal Funds	20,480
FREE Bridge Design	1,500
	$ 3,260

Rec'd 12-9-83

Please make this advance deposit in the amount of $3,260 and submit by one of the three methods on the attached sheet.

Very truly yours,

Gary A. Potter, Manager
Program Section

HR:bkb
Attachments
bc: (w/AD #83-119) Roger Lang, Region 5
Vern Skoog - Please return completed AD #83-119 when advance deposit is received.

9447

nly

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B619(3)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA•Oregon Division
Salem, Oregon

11-9-83

4. PROGRAM NO.

5. ITEM NO. 40076

2A. COUNTY NAME Union

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-9-83

8. FEDERAL ROUTE NUMBER Secondary B619

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

GRANDE RONDE RIVER (LOWER COVE ROAD - CATHERINE CREEK) BRIDGE #1157

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* Including archeological salvage and utility preparatory work TEC $25,600; FF $20,480.

13. REMARKS

As requested by Mr. Swan's PEA dated October 31, 1983.

RECEIVED
STATE HWY ENGR
NOV 17 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
11/17

14. DATE 11-9-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. [illegible]-79) PREVIOUS EDITIONS MAY BE USED

TO: Dale E. Wilken 7844
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., Approx. 4.5 mi. S.E. of Alicel "Grande Ronde Riv. (Lower Cove Rd.) Br."	118	40076	BRS-B619(3)	B619	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) Private Air Strip ROW 60' normal

Water Development None Recreation & Historical Areas None

County Union Code 61

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 13 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental ~~Assessment~~ Action: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2.

(2) Structure No. 1157.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 25,600
80%	FF	$ 20,480
	STATE	$ 1,500
	Co.	$ 3,620

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

REMARKS:
1) Attached is a copy of Parts 1, 2 & 4 of Project Prospectus & project map.
2) Included in the approved replacement inventory with a sufficiency rating of 12.7.

GC:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-31-83	ORIGINAL SIGNED BY D. E. SWAN D.E. SWAN, P.E.	PROJECT UNIT ENGINEER

October 5, 1983

Union County Court
1100 "L" Avenue
LaGrande, OR 97850

ACR 4

Attention: Shirley Bolin
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7-14

Gentlemen or Ladies:

Attached for your records are fully executed copies of two agreements covering the following projects:

✓ Grande Ronde River (Lower Cove Road) Bridge
Indian Creek (Zeamer Road) Bridge

We have retained fully executed copies of each of the agreements for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachments

bc: Gary Potter (2 agree. att.)

FKN:kjm

12/1/1

PROJE T PROSPECTUS
PART 4 — SURVEY AUTHORITY

Union Co

SEE INSTRUCTIONS ON REVERSE

SECTION Grande Ronde River ~~Catherine Creek~~ (Lower Cove Road) Bridge	KEY ID#
	REGION 5

SURVEY AUTHORITY	Co Rd FAS B 619	AUTHORIZATION NO. 1	PREFIX 531-1963	DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 6,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		1,000	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		6,000	929 Free Br. Specs		1,500
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX	TOTALS $	$ 25,600
	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER BRS -B 619(3)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

This project 100% local match.
County requests free bridge design/specifications as defined by Oregon Revised Statutes.

1 Versteeg ✓
Anderson
Lyle Adams
cif Macnab
2 Stoudenmeyer
Terpin
3 Trout
cif Wakerlig

RECEIVED
NOV 28 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

PREPARED BY (Field) Roger C. Lang	DATE 8-10-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/3/83
RECOMMENDED, REGION ENGINEER X	DATE 8-10-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J H Wuesting for	DATE 9-30-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-9-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Grande Ronde River ~~Catherine Creek~~ (Lower Cove Road) Bridge	KEY ID # REGION 5

STATE HIGHWAY #	HIGHWAY NAME		MILE POST	LENGTH
N/A	County Road		FROM TO	0.1 mi
☐ URBAN ☒ RURAL	CITY	COUNTY Union	ROAD/STREET NAME Lower Cove Road	
ROUTE # N/A	FEDERAL AID # FAS B 619	APPLICANT (IF OTHER THAN STATE) Union County		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 25.6 ~~17~~	GRADING (✓) MINOR WIDENING	X	FILES	(#)	–
RIGHT OF WAY		$ –	PAVING (✓)	X	ACRES	(#)	–
ROADWAY	$ 20		STRUCTURES (✓)	X	RELOCATIONS	(#)	–
STRUCTURES	$ 175		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS	(S,C,A)	–
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	–
40% ENGINEERING & CONTINGENCIES	$ 78		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 273	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER	
TOTAL ESTIMATE		$ 298.6 ~~290~~					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/84	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	170	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

Structure appears on the National Inventory of deficient bridge Will not support legal loads nor allow safe movement of modern day agricultural equipment.

PROPOSED SOLUTION

Construct prestressed reinforced concrete bridge. Widen roadway section as required. County requests 28 foot width.

REQUESTED, REGION ENGINEER	DATE 8-10-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

X 734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Catherine Creek (Lower Cove Road) Bridge

REGION
5

PROJECT JUSTIFICATION

This project is the number 1 priority for ON SYSTEM bridge replacement of Union County.

The present structure provides only 16.8 of width and shows a sufficiency rating of 12.7 on the National Listing of Deficient Bridges. The structure has been included in the FY 1984 HBR Program.

The project is in conformance with the Union County bridge replacement program.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Catherine Creek (Lower Cove Road)

REGION
5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	S	(LIST BELOW)	

COMPANIES
Telephone

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED 50	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2			11		11			2				
				2			12 ~~11~~		12			2				

PROPOSED TAPER 200 FEET

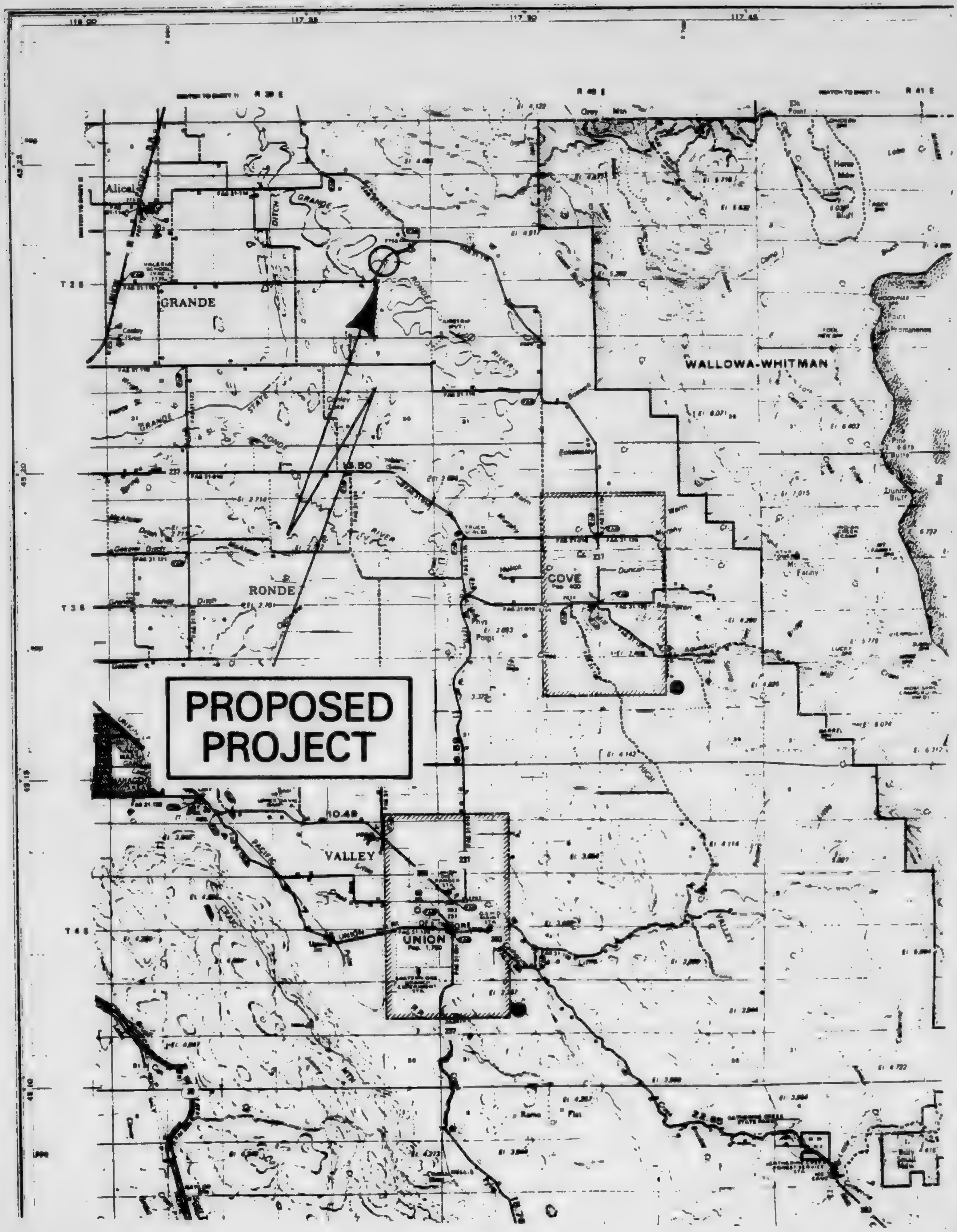
SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Base widening	12" agg. base				
Paving	2" over bridge deck				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	125+	28	175,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date

118 00
117 55
117 50
117 45
R 39 E
R 40 E
R 41 E
Alicel
GRANDE
RONDE
VALLEY
UNION
COVE
WALLOWA-WHITMAN
T 2 S
T 3 S
T 4 S
PROPOSED PROJECT

[illegible]

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

SECTION Catherine Creek (Lower Cove Road) Bridge	KEY ID#
	REGION 5

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1		

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 6,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT	200	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	0	
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE	0	
912 LANDSCAPE			926 FOUNDATION	6,000		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	200		932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX	TOTALS	$ | $
	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

This project 100% local match.
County requests free bridge design/specifications as defined by Oregon Revised Statutes.

PREPARED BY	DATE 8-10-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 8-10-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION GRANDE Ronde R. ~~Catherine Creek~~ (Lower Cove Road) Bridge	KEY ID # REGION 5

STATE HIGHWAY # N/A	HIGHWAY NAME County Road		MILE POST FROM TO	LENGTH 0.1 mi
☐ URBAN ☒ RURAL	CITY	COUNTY Union	ROAD/STREET NAME Lower Cove Road	
ROUTE # N/A	FEDERAL AID # FAS B 619	APPLICANT (IF OTHER THAN STATE) Union County		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 17	GRADING MINOR WIDENING (✓)	X	FILES (#)	–
RIGHT OF WAY		$ –	PAVING (✓)	X	ACRES (#)	–
ROADWAY	$ 20		STRUCTURES (✓)	X	RELOCATIONS (#)	–
STRUCTURES	$ 175		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	–
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	–
40% ENGINEERING & CONTINGENCIES	$ 78		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 273	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 290				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/84	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	170	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

Structure appears on the National Inventory of deficient bridge Will not support legal loads nor allow safe movement of modern day agricultural equipment.

PROPOSED SOLUTION

Construct prestressed reinforced concrete bridge. Widen roadway section as required. County requests 28 foot width.

REQUESTED, REGION ENGINEER Duane Linker	DATE 8-10-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION GRANDE Ronde R. ~~Catherine Creek~~ (Lower Cove Road) Bridge	KEY ID # REGION 5

PROJECT JUSTIFICATION

This project is the number 1 priority for ON SYSTEM bridge replacement of Union County.

The present structure provides only 16.8 of width and shows a sufficiency rating of 12.7 on the National Listing of Deficient Bridges. The structure has been included in the FY 1984 HBR Program.

The project is in conformance with the Union County bridge replacement program.

ADMINISTRATION RECOMMENDATION

PROJECT ROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Grande Ronde R.
~~Catherine Creek~~ (Lower Cove Road)

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS		NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	
								NEW (#)	

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES S (LIST BELOW)

COMPANIES
Telephone

DESIGN SPEED	DESIGN STANDARDS
50	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2			11	×	11			2				
				2			11		12			2				
PROPOSED																

TAPER 200 FEET

SUGGESTED BASE DESIGN					
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Base widening	12" agg. base				
Paving	2" over bridge deck				

STRUCTURE DATA							
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	125+	28	175,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

9844

FEDERAL AID PROJECT REQUEST

Date August 3, 1983

Applicant Agency UNION COUNTY

Request for: Off-System____, FAS-C____, FAUS____ Project HBR on Syst.

Federal Aid Route No. FAS B 619 Route Name Lower Cove Road, No. 128

Project Name ~~Catherine Creek~~ (Lower Cove Rd)Br.

GRANDE Ronde R.

Project Length 0.1 Mile ± Project Location (Attach sketch map)

Project Description Remove existing structure construct prestressed reinforced concrete slab span structure --widen roadway as required to meed new structure

Average Daily Traffic 170 (1981) Design Speed 50 Mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22 Travel Lanes 2 Shoulders 2

Medians None Parking

Sidewalks None

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 24 Travel Lanes 2 Shoulders 2

Medians None Parking

Curbed None Length Curb Radii

Sidewalk/Bikeway No rural location does not warrant cost

Remarks Widen roadway as required to meet new structure. Taper 200'± from bridge.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum____ Maximum____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No x

3. Will additional right-of-way be needed? Yes____ No x
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No x
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location none

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? By applicant

4. **Permanent Striping:**

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:** Br. No 1157

Location GRANDE RONDE R. ~~Catherine Creed~~ (Lower Cove Rd)

Type

Approach Roadway Width 22 Shoulder Width 2

Length 121 Width 16.8

To remain in place? No

2. **Proposed Structure:**

Location GRANDE Ronde R. ~~Catherine Creek~~ (Lower Cove Rd)

Approximate Size: Length 125 Width 28

Are sidewalk/bikeways desired: No - Isolated rural location does not warrant cost of construction.

Are any utilities to be attached to structure? yes - telephone

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks Route may be closed during construction. Alternate routes available Salvate steel pony truss structure for county use, explore possible use of existing bents.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No x

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	ALVIN CAMPBELL, Roadmaster Office
2. Environmental	ALVIN CAMPBELL, Roadmaster Office
3. Public Hearing	ALVIN CAMPBELL, Roadmaster Office

Remarks Minimal action plan requirements anticipated

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant_____ State x Consultant_____

2. Project construction engineering to be performed by:

Applicant________ State x________ Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No x________

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 20,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	175,000.
Railroad	
Other 40% Eng & Conting.	78,000
Preliminary engineering	17,000
PROJECT TOTAL	$ 290,000.

Remarks County requests free bridge design/specifications as defined by Oregon revised statutes. Request August - 84 bid letting.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

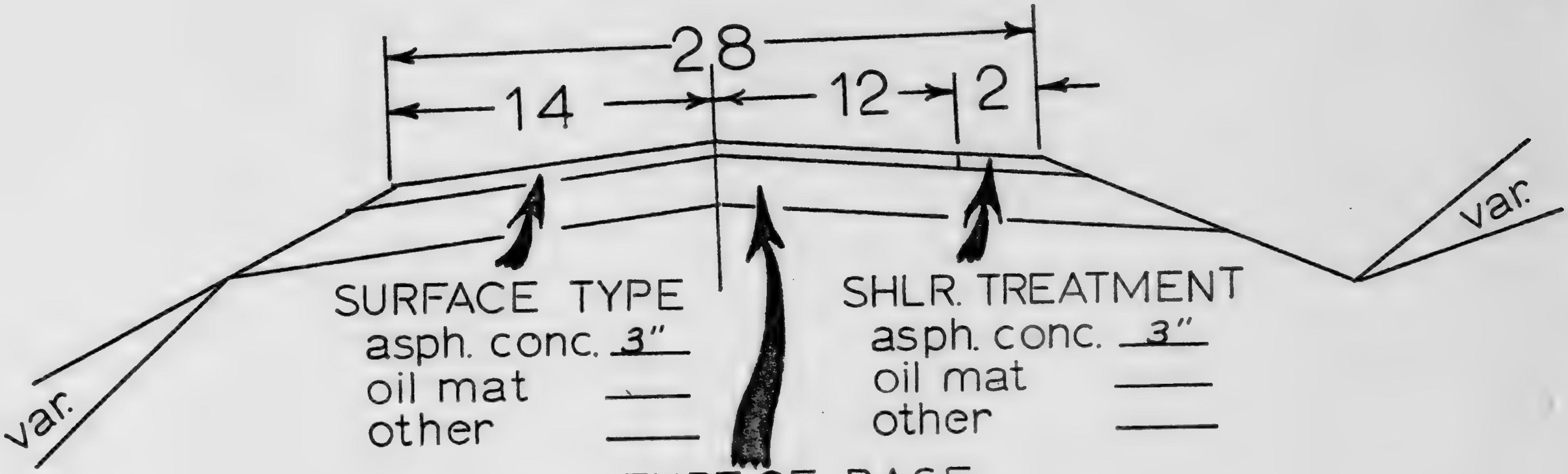
CITY OF ________ and/or UNION COUNTY

By________ By________

By________ By________

By Marie C. Lester

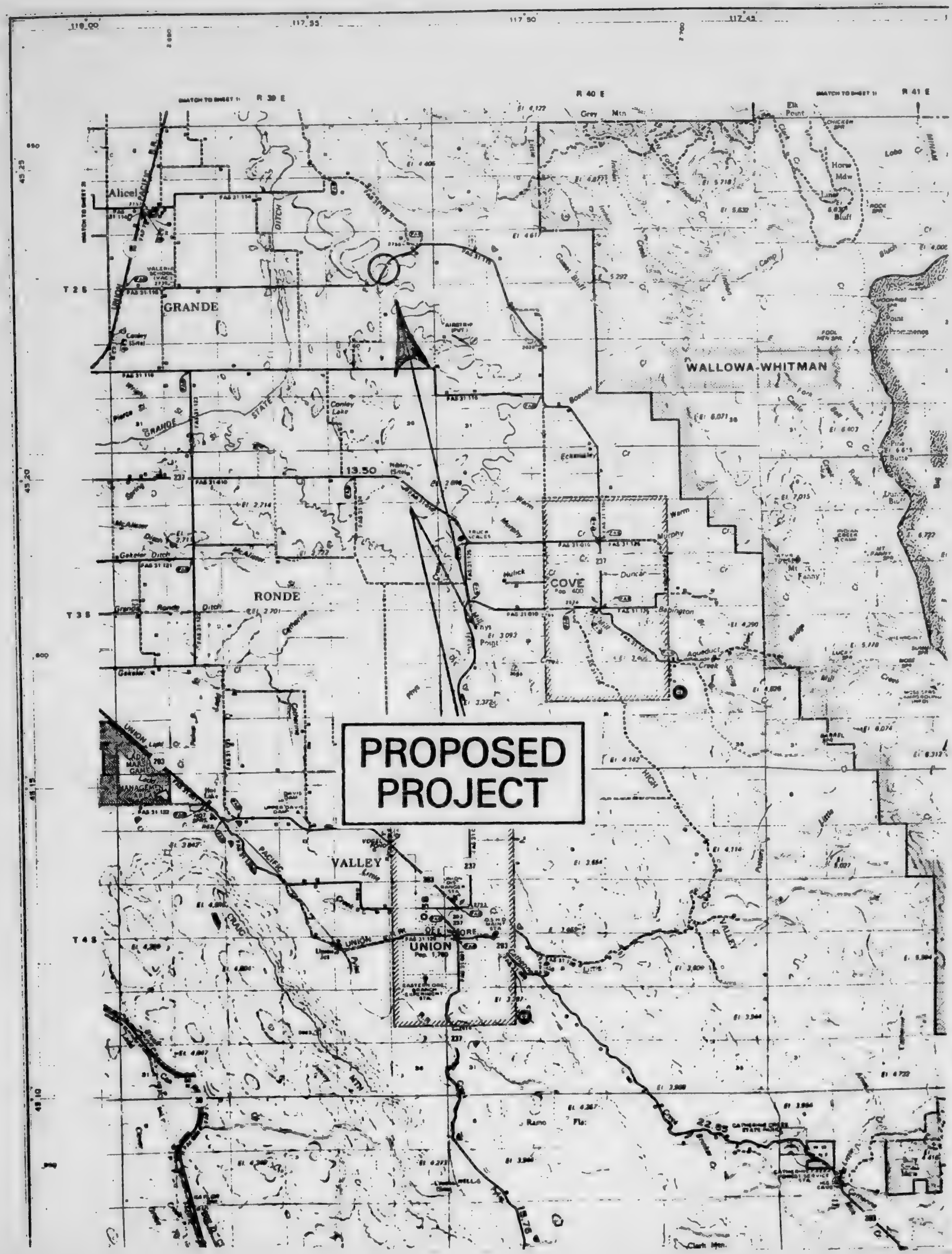
PROPOSED
TYPICAL SECTION
(200' TAPER SECTION)



SURFACE TYPE
asph. conc. 3"
oil mat ___
other ___

SHLR. TREATMENT
asph. conc. 3"
oil mat ___
other ___

TYPE OF BASE
LIME STABILIZED ___
PIT OR QUARRY RUN ___
CRUSHED AGG'R. 1"-0 14"
(in widened area)


PROPOSED PROJECT
R 39 E
R 40 E
R 41 E
T 2 S
T 3 S
T 4 S
Alicel
GRANDE
RONDE
VALLEY
COVE
UNION
WALLOWA-WHITMAN
Grey Mtn
Elk Point
Horse Mdw
Lobo
Bluff
Conley Lake
Ladd Marsh Game Management Area
Murphy
Duncan
Mulock
Babington
Aqueduct
Pine Butte
Mt Fanny
Ramo Flat
Clark Mtn
13.50
22.85
18.76
237
203
117 55
117 50
117 45
118 00

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Operations Programming Engineer

DATE: August 10, 1983

SUBJECT: HBR Project Requests
Project Prospectus Parts 1, 2 and 4

Enclosed are Federal Aid Project Requests submitted by Union County and Project Prospectus, Parts 1, 2 and 4 prepared by this office for the following structures:

BRIDGE	HIGHWAY	ROAD NAME	BR. NUMBER
Catherine Cr.	FAS B 619	Lower Cove	1157
Indian Cr.	CR 53	Zeamer	61 C 13

Part 3, Project Environmental Classification is being prepared and will be forwarded when complete.

These structures appear in the FY 1984 HBR Program. Please take the necessary action to place these projects in line for drawing up the agreements and funding.

Roger C. Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/vt
Enc.
cc: Alvin Campbell
Harold Brainerd
J. A. Schlieski
John Preston

[illegible] PROJECT UNIT S ✓
AUG12 83
[illegible] PROGRAM UNIT ✓

1984 Lousignont Cr, Br, Sec.,   9845
(Timber Road) West of Portland
(grading, paving, structure)

9845

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

		AGENCY 02	CURRENT DOCUMENT NUMBER 145242
YOUR ORDER NUMBER	BILLING REQ. NUMBER CA 5633	DATE 4/29/87	VENDOR NUMBER 0000610344

Washington County
150 N. First Avenue
Hillsboro OR 97123

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

FOLD

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C5341948-010	L01	7144			844010	10	$ 9.00
617	C5341948-011	L02	7144			844010	10	92.76
617	C09845-010	L01	8026			844010	10	5,564.08
617	C09845-011	L02	8026			844010	10	239.77

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

DESCRIPTION:	TOTAL PRICE
Final Settlement on BRS-A690 (1 & 2) Loiusigmont Creek (Timber Rd) Bridge Agreement #7541	
TOTAL PROJECT COST:	$214,386.63
Less Federal Funds	<162,051.28>
Less State Share of Project	<8,649.74>
Less Washington County Advance Deposit	<3,778.00>
AMOUNT DUE: $5,905.61	

GL

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $5,905.61

734-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Diane Galida (INVOICE PREPARER) PH. 378-5034

PROGRAM SECTION
Manager ____ Resource Unit ____
FA Unit ____ Program Unit ____

MAY 1 1987

Refer To ____________
R/D ____ Act ____ Reply ____
Disc ____ Info ____ File ____

9845

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: April 3, 1987

COUNTY: Washington AGREEMENT NO: 7541 PROJECT NO: BRS-A690(1&2)

CONTRACT NO: 9845 SECTION: Lousignont Cr. (Timber Rd.) Br.

PRELIMINARY ENGINEERING PREFIX C534-1948:

	PARTICIPATING	NON PARTICIPATING
Project Manager	$ 4,664.48	$
Final Design	4,470.57	
Right-of-way Descriptions	1,299.28	
Region Geology	243.23	
Traffic Section	108.25	
R/W Liaison	90.07	
Region Utility Liaison	333.86	
Location	145.23	
Program Section	98.75	
Administrative Services	13.12	
Environmental Section	163.33	
Structural Foundations	3,477.35	
Free Bridge Design	4,955.30	
Free Specification	1,294.15	
R/W Utility Engineer	43.31	
Surface Design Engineer	340.19	
Hydraulics	3,372.79	
Total P.E. Cost	$ 25,113.26	-0-
Less Free Br. Design & Specs.	(6,249.45)	
P.E. Cost Chargeable to County	$ 18,863.81	

CONSTRUCTION PREFIX C534-1004 & C9845

	PARTICIPATING	NON PARTICIPATING
Payment to Contractor	$ 159,739.38	$
Interest on Final Payment		763.50
Field Engineering	20,387.17	4,800.58
Materials Section	2,174.49	
Program Section	57.74	
Technical Service	662.11	
Construction Branch	591.01	
Accounting	88.38	
Total Construction Cost	$ 183,700.29	$ 5,564.08

SUMMARY

Participating P.E. Cost	$ 18,863.81
Participating Const. Cost	183,700.29
Total Participating County Cost	$ 202,564.10

FEDERAL FUNDS

P.E. (80%)	$ 15,091.05	
Const. (80%)	146,960.23	(162,051.28)
Subtotal		$ 40,512.82
Plus Non Participating County Cost		5,564.08
Less State Share of Nonparticipating Field Engineering Cost		(2,400.29)
Less County's Advance Deposits:		
P.E. AD #968	$ 3,680	
Const. AD #84-69	34,100	(37,780.00)
Balance Due from County		$ 5,896.61

MKS:bkb

2/27/87

9845

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
PAYROLL CHARGES ARE LOADED
FOR BIENNIUM 87

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
87	C09845	000		504	0100	
87	C09845	000		504	0100	
87	C09845	000		504		
87	C09845	000		548	8214	
87	C09845	000		548	8214	
87	C09845	000		548		
87	C09845	000				
87	C09845	000	940	551	8215	
87	C09845	000	940	551	8215	
87	C09845	000	940	551		
87	C09845	000	940			
87	C09845	000				
87	C09845	010		306	0521	
87	C09845	010		306	0521	
87	C09845	010		306		
87	C09845	010				
87	C09845	010	900	598	0521	
87	C09845	010	900	598	0521	
87	C09845	010	900	598		
87	C09845	010	900			
87	C09845	010				
87	C09845	011	030	598	7200	
87	C09845	011	030	598	7200	
87	C09845	011	030	598		
87	C09845	011	030			
87	C09845	011	900	598	0521	
87	C09845	011	900	598	0521	
87	C09845	011	900	598	0631	

JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
FOR BIENNIUM 87

-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
4	0100		.00	10.75	
4	0100		.00	10.75	
4			.00	10.75	
8	8214		.00	6.60	
8	8214		.00	6.60	
8			.00	6.60	
			.00	17.35	
1	8215		.00	70.00	
1	8215		.00	70.00	materials
1			.00	70.00	
			.00	70.00	
			.00	87.35	
6	0521		.00	21.04-	
6	0521		.00	21.04-	
6			.00	21.04-	
			.00	21.04-	out
8	0521		.00	4,800.58	
8	0521		.00	4,800.58	
8			.00	4,800.58	
			.00	4,800.58	Non Participating Eng
			.00	4,779.54	
8	7200		.00	53.48-	
8	7200		.00	53.48-	
8			.00	53.48-	
			.00	53.48-	out
8	0521		.00	4,800.58-	
8	0521		.00	4,800.58-	
8	0631		.00	.00	

```
2/27/87                                                              JOB COST SUMMARY
                                                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
                                                                 PAYROLL CHARGES ARE LOADED
                                                                   FOR BIENNIUM    87

                                                                       CREW         MSA
         BIEN       EA        SUBJOB     ACTIVITY     OBJ-DETAIL      NUMBER       FIELD

          87      C09845       011          900           598          0631

          87      C09845       011          900           598

          87      C09845       011          900

          87      C09845       011

          87      C09845
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        JOB COST SUMMARY                                            PAGE       8
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
    PAYROLL CHARGES ARE LOADED
        FOR BIENNIUM    87

             CREW       MSA                 CURRENT                 BALANCE TO
-DETAIL     NUMBER     FIELD                 MONTH                     DATE

8            0631                                   .00                      .00
8                                                   .00                4,800.58-
                                                    .00                4,800.58-
                                                    .00                4,854.06-
                                                    .00                   12.83
```

9845 1.

1-27-87

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BRS-A690(2)

PROGRAM APPROVED

VOUCHER PERIOD From: 5/23/84 To: 2/14/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
189,264.37	183,700.29	80%	146,960.23	146,960.23	-0-

114

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Acting Controller *Authorized Officer* 1/27/87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	LOUSIGNONT CREEK BRIDGE FAS A690 (TIMBER ROAD) WASHINGTON COUNTY					
	Construction Type Code X080 Structure #13314-A (Sta. 3+000 to Sta. 10+00)					
	Final Contract Payment Summary	Lump Sum			$159,739.38	
	Construction Engineering					
	State	All Required			$ 23,960.91	✓
	TOTAL PARTICIPATING PROJECT COST				**$183,700.29**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 763.50	✓
	Construction Engineering (State)	All Required			4,800.58	✓
	TOTAL NON PARTICIPATING PROJECT COST				**$ 5,564.08**	
	TOTAL PROJECT COST				**$189,264.37**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/02/86.					
	AMOUNT CARRIED FORWARD					

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REPORT NO: FMBL003-1                        OREGON DEPARTMENT OF TRANSPORTATION
SEQ: FEDERAL APPROPRIATION, FEDERAL             FINANCIAL MANAGEMENT SYSTEM
     PROJECT, AGREEMENT, EA-SUBJOB             OREGON STATE HIGHWAY DIVISION
                                                  FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

 AGREEMENT        TOTAL COSTS       AMOUNT      --PARTICIPATION--      AGREEMENT        FEDERAL    -ADJUSTMENT-        VOUCHER
   EA/SUBJOB        TO DATE     PREV CLAIMED   AMOUNT     PERCENT        AMOUNT          SHARE     AMOUNT  CODE         AMOUNT

FEDERAL PROJECT: BRS -A690-002
********************************

 F03111
   C09845  -000       8,026.09-         6.16-    8,026.09-
   C09845  -010       5,564.08           .00          .00
   C09845  -011     191,726.38    146,966.39   191,726.38

 AGREEMENT TOTALS   189,264.37    146,960.23   183,700.29  80.00    146,960.23    146,960.23         .00               .00

FED PROJ TOTALS     189,264.37    146,960.23   183,700.29           146,960.23    146,960.23         .00               .00

FEDERAL PROJECT: BRS -A712-001
********************************

 F04150
   C229 514-000       7,309.20      5,557.61     7,309.20

 AGREEMENT TOTALS     7,309.20      5,557.61     7,309.20  80.00      8,400.00      5,847.36         .00            289.75

FED PROJ TOTALS       7,309.20      5,557.61     7,309.20             8,400.00      5,847.36         .00            289.75

FEDERAL PROJECT: BRS -A712-002
********************************

 F04550
   C10384  -000          78.40           .00        78.40

 AGREEMENT TOTALS        78.40           .00        78.40  80.00           .00         62.72       62.72 A             .00

FED PROJ TOTALS          78.40           .00        78.40                  .00         62.72       62.72 A             .00

FEDERAL PROJECT: BRS -A722-001
********************************

 F03078
   C5291984-011      42,852.63     34,282.10    42,852.63

 AGREEMENT TOTALS    42,852.63     34,282.10    42,852.63  80.00     34,282.10     34,282.10         .00               .00

FED PROJ TOTALS      42,852.63     34,282.10    42,852.63            34,282.10     34,282.10         .00               .00

FEDERAL PROJECT: BRS -A722-002
********************************

 F03076
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DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
			TOT		P1		2,855.08	188,031.28		
			TOT		N1		37.10	282.37		
			** JOB TOTALS **			**	2,892.18 **	188,313.65 **		
MCKAY CR(SHADYBRK RD)BR	CONT NO 9735 = FA PROJ NOS BRS A685005 100								STATE	
	534	1001	201	00	P 1	1,913.18	2,921.93	164,957.93	84	85
	534	1001	201	00	N 1		80.00	714.17	84	84
	534	1001	204	00	P 1		8,046.93		84	85
	534	1001	206	00	N 1		532.61	532.61	85	85
	534	1001	296	00	N 9	1,530.54CR	969.23	189,946.00CR	84	85
	534	1001	297	00	N 9			38,414.29	84	84
	534	1001	298	00	N 9	1,530.54	969.23CR	151,531.71	84	85
	534	1001	900	00	P 1	3.00CR	13,536.20CR	19,104.90	83	85
	534	1001	900	00	N 1		14,600.57	15,068.24	84	85
	534	1001	920	00	P 1	.06CR	15.08	31.54	84	85
	534	1001	940	00	P 1	.66CR	145.81	2,454.31	84	85
	534	1001	941	00	P 1			462.13	84	84
	534	1001	942	00	P 1			682.58	84	84
	534	1001	944	00	P 1			576.39	83	84
	534	1001	945	00	P 1	1.98CR	438.54	563.73	83	85
	534	1001	948	00	P 1			8.52	84	84
	534	1001	950	00	P 1			566.91	84	84
			TOT		P1	1,907.48	1,967.91CR	189,408.94		
			TOT		N1		15,213.18	16,315.02		
			** JOB TOTALS **			1,907.48 **	13,245.27 **	205,723.96 **		
LOUSIGNONT CREEK BRIDGE	CONT NO 9845 FA PROJ NOS BRS A690002 100								STATE	
	534	1004	201	00	P 1	205.99	159,739.38	159,739.38	84	85
	534	1004	204	00	P 1	7,899.84	7,899.84	~~7,899.84~~ ✓	85	85
	534	1004	206	00	N 1	763.50	763.50	763.50 ✓	85	85
	~~534~~	~~1004~~	~~296~~	~~00~~	~~N 9~~	~~1,284.97CR~~	~~186,100.00CR~~	~~186,100.00CR~~	84 85	85
	~~534~~	~~1004~~	~~297~~	~~00~~	~~N 9~~		~~34,100.00~~	~~34,100.00~~	84	85
	~~534~~	~~1004~~	~~298~~	~~00~~	~~N 9~~	~~1,284.97~~	~~152,000.00~~	~~152,000.00~~ 25,404	84	85
	534	1004	900	00	P 1	57.10CR	23,181.44	25,384.00	84	85
	534	1004	920	00	P 1	.18CR	38.70	57.74	84	85
	534	1004	928	00	N 1	.09CR	21.04	~~21.04~~	84	85
	534	1004	940	00	P 1	.62CR	958.33	958.33	84	85
	534	1004	941	00	P 1	4.19CR	1,059.43	1,059.43	84	85
	534	1004	942	00	P 1	.34CR	86.73	86.73	84	85
	534	1004	944	00	P 1	.95CR	558.99	662.11	84	85
	534	1004	945	00	P 1	2.67CR	591.02	591.02	84	85
	534	1004	948	00	P 1	.36CR	88.38	88.38	84	85
	534	1004	950	00	P 1			~~53.48~~	84	84
			TOT		P1	8,039.42	194,202.24	196,580.44		
			TOT		N1	763.41	784.54	784.54		
			** JOB TOTALS **			8,802.83 **	194,986.78 **	197,364.98 **		

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11/28/86                                                             JOB COST SUMMARY
                                                         EA/  BJOB/ACTIVITY/OBJ-DETAIL CREW- JMBE
                                                             PAYROLL CHARGES ARE LOADED

                                                              CREW        MSA                CUR
             EA        SUBJOB    ACTIVITY    OBJ-DETAIL      NUMBER      FIELD               MO

          C5341948      011        900          001           8026
          C5341948      011        900          001           8026

          C5341948      011        900          001

          C5341948      011        900

          C5341948      011

          C5341948
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9845

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       JOB COST SUMMARY
BJOB/ACTIVITY/OBJ-DETAIL CREW- UMBER
  PAYROLL CHARGES ARE LOADED

      CREW        MSA                  CURRENT                          CURRENT
L    NUMBER      FIELD                  MONTH                           BALANCE

      8026                                      .00                            342.80
      8026                                      .00                            342.80

                                                .00                            342.80

                                                .00                            342.80

                                                .00                            342.80

                                                .00                            342.80
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9845

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11/08/86                                                      JOB COST SUMMARY
                                                   EA/S  JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBE
                                                          PAYROLL CHARGES ARE LOADED

                                                            CREW        MSA                 CUR
            EA          SUBJOB    ACTIVITY    OBJ-DETAIL    NUMBER      FIELD               MO

         C5341948        011         900         001         8026
         C5341948        011         900         001         8026

         C5341948        011         900         001

         C5341948        011         900

         C5341948        011

         C5341948
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    JOB COST SUMMARY
B/ACTIVITY/OBJ-DETAIL CREW-NUMBE
AYROLL CHARGES ARE LOADED

  CREW        MSA               CURRENT                     CURRENT
 NUMBER      FIELD               MONTH                      BALANCE

  8026                                    .00                  342.80
  8026                                    .00                  342.80

                                          .00                  342.80

                                          .00                  342.80

                                          .00                  342.80

                                          .00                  342.80

                                      134.29-              284,914.92
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9845

ORIGINAL

9-17-86

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building - Salem, Oregon 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon	**FEDERAL AID PROJECT NO.** Post Final BRS-A690(1)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 9/15/81 To: 5/22/84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$25,113.26	$25,113.26	80%	$20,090.61	$20,090.61	$ 0.00

118

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 9/17/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	LOUSIGNONT CREEK (TIMBER ROAD) BRIDGE SECTION					
	COUNTY ROAD IN WASHINGTON COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	State	All	Required		$ 25,113.26	
	TOTAL PARTICIPATING PROJECT COST				**$ 25,113.26**	✓
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/02/86.					
	AMOUNT CARRIED FORWARD					

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  JUNE 1985      PAGE 1140

                                                                            FISCAL        GRAND TOTAL
     DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH  YEAR TO DATE   TO DATE
                           534   1901      922    00 P 1                                    10.12
                                           TOT       P1                                  8,555.27
                                       ** JOB TOTALS **          **             **       8,555.27  **

 GERMANTOWN R@CORNELIUS R     CONT NO     * FA PROJ NOS HES A663001 100                              STATE
                           534   1904      296    00 N 9                                12,121.09CR
                           534   1904      297    00 N 9                                 1,212.11
                           534   1904      298    00 N 9                                10,908.98
                           534   1904      901    00 P 1                                 8,575.35
                           534   1904      905    00 P 1                                   951.32
                           534   1904      910    00 P 1                                   659.55
                           534   1904      911    00 P 1                                   226.53
                           534   1904      912    00 P 1                                    12.32
                           534   1904      913    00 P 1                                    77.20
                           534   1904      914    00 P 1                                    62.74
                           534   1904      920    00 P 1                                   115.03
                           534   1904      921    00 P 1                                   912.94
                           534   1904      922    00 P 1                                    10.12
                           534   1904      923    00 P 1                                   517.99
                                           TOT       P1                                 12,121.09
                                       ** JOB TOTALS **          **             **      12,121.09  **

 LOUSIGNONT CR(TIMBER R)BR    CONT NO     * FA PROJ NOS BRS A690001 100                              STATE
                           534   1948      296    00 N 9                 1,896.37CR     23,496.37CR
                           534   1948      297    00 N 9                                 3,680.00
                           534   1948      298    00 N 9                 1,896.37       19,816.37
                           534   1948      901    00 P 1                                 4,321.68 /
                           534   1948      905    00 P 1                                 4,470.57 /
                           534   1948      905    00 N ;                     9.00            9.00 /
                           534   1948      906    00 P 1                                   165.84 10497
                           534   1948      909    00 P 1                                 1,299.28
                           534   1948      910    00 P 1                                   243.23
                           534   1948      911    00 P 1                                   108.25
                           534   1948      913    00 P 1                                    90.07
                           534   1948      914    00 P 1                    68.59CR         333.86
                           534   1948      918    00 P 1                                   145.23
                           534   1948      920    00 P 1                                    98.75
                           534   1948      921    00 P 1                                   863.77
                           534   1948      922    00 P 1                                    13.12
                           534   1948      923    00 P 1                                   163.33
                           534   1948      926    00 P 1                                 3,477.35
                           534   1948      927    00 P 1                                 4,789.46  4955.30
                           534   1948      929    00 P 1                                   430.38  1294.15
                           534   1948      932    00 P 1                    19.97CR          43.31
                           534   1948      933    00 P 1                                   340.19
                           534   1948      937    00 P 1                                 3,372.79
                                           TOT       P1                   88.56CR      24,770.46
                                           TOT       N1                    9.00             9.00 ✓
                                       ** JOB TOTALS **          **       79.56CR**.   24,779.46  **
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REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 10/29/86 22:19

FEDERAL APPROPRIATION: 118

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BRS -A644-001									
F02867									
C5031901-010	11.50	.00	.00						
C5031901-011	35,543.22	27,758.18	35,543.22						
AGREEMENT TOTALS	35,554.72	27,758.18	35,543.22	80.00	27,758.18	28,434.58	676.40	B	.00
FED PROJ TOTALS	35,554.72	27,758.18	35,543.22		27,758.18	28,434.58	676.40	B	.00
FEDERAL PROJECT: BRS -A677-001									
F03120									
C5341950-010	365.84	.00	.00						
C5341950-011	52,881.04	42,304.83	52,881.04						
AGREEMENT TOTALS	53,246.88	42,304.83	52,881.04	80.00	42,304.83	42,304.83	.00		.00
FED PROJ TOTALS	53,246.88	42,304.83	52,881.04		42,304.83	42,304.83	.00		.00
FEDERAL PROJECT: BRS -A685-004									
F03119									
C5341949-011	36,740.70	29,392.56	36,740.70						
AGREEMENT TOTALS	36,740.70	29,392.56	36,740.70	80.00	29,392.56	29,392.56	.00		.00
FED PROJ TOTALS	36,740.70	29,392.56	36,740.70		29,392.56	29,392.56	.00		.00
FEDERAL PROJECT: BRS -A690-001									
F03118									
C5341948-010	9.00	.00	.00						
C5341948-011	25,113.26	20,090.61	25,113.26						
AGREEMENT TOTALS	25,122.26	20,090.61	25,113.26	80.00	20,090.61	20,090.61	.00		.00
FED PROJ TOTALS	25,122.26	20,090.61	25,113.26		20,090.61	20,090.61	.00		.00
FEDERAL PROJECT: BRS -A729-001									
F03081									
C5291990-000	1,919.79	47.90	1,919.79						
C5291990-011	57,664.66	47,619.66	57,664.66						

9845

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-17-86

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building - Salem, Oregon 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. Post Final BRS-A690(1)

VOUCHER PERIOD From: 9/15/81 To: 5/22/84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$25,113.26	$25,113.26	80%	$20,090.61	$20,090.61	$ 0.00

118

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY Oregon *State Highway Agency*

By Controller *Authorized Officer* 9/17/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	LOUSIGNONT CREEK (TIMBER ROAD) BRIDGE SECTION **COUNTY ROAD IN WASHINGTON COUNTY**					
	Preliminary Engineering **Type Code P.E.**					
	State	All Required			$ 25,113.26	
	TOTAL PARTICIPATING PROJECT COST				$ 25,113.26	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/02/86.					
	AMOUNT CARRIED FORWARD					

ORIGINA

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 118

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BRS -A616-005									
F03717									
C10090 -000	68,234.83	59,718.66	68,234.83						
C10090 -001	179.32	.00	.00						
C10090 -010	935.64	.00	.00						
C10090 -011	365,457.10	269,005.34	355,013.14						
AGREEMENT TOTALS	434,806.89	328,724.00	423,247.97	80.00	328,724.00	338,598.38	9,874.38	B	.00
FED PROJ TOTALS	434,806.89	328,724.00	423,247.97		328,724.00	338,598.38	9,874.38	B	.00
FEDERAL PROJECT: BRS -A644-001									
F02867									
C5031901-010	11.50	.00	.00						
C5031901-011	35,543.22	27,758.18	35,543.22						
AGREEMENT TOTALS	35,554.72	27,758.18	35,543.22	80.00	27,758.18	28,434.58	676.40	B	.00
FED PROJ TOTALS	35,554.72	27,758.18	35,543.22		27,758.18	28,434.58	676.40	B	.00
FEDERAL PROJECT: BRS -A677-001									
F03120									
C5341950-010	365.84	.00	.00						
C5341950-011	52,881.04	42,304.83	52,881.04						
AGREEMENT TOTALS	53,246.88	42,304.83	52,881.04	80.00	42,304.83	42,304.83	.00		.00
FED PROJ TOTALS	53,246.88	42,304.83	52,881.04		42,304.83	42,304.83	.00		.00
FEDERAL PROJECT: BRS -A685-004									
F03119									
C5341949-011	36,740.70	29,392.56	36,740.70						
AGREEMENT TOTALS	36,740.70	29,392.56	36,740.70	80.00	29,392.56	29,392.56	.00		.00
FED PROJ TOTALS	36,740.70	29,392.56	36,740.70		29,392.56	29,392.56	.00		.00
FEDERAL PROJECT: BRS -A690-001									
F03118									
C5341948-010	9.00	.00	.00						

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 11/12/86 22:34

FEDERAL APPROPRIATION: 118

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BRS -A690-001									
F03118									
C5341948-011	25,113.26	20,090.61	25,113.26						
AGREEMENT TOTALS	25,122.26	20,090.61	25,113.26	80.00	20,090.61	20,090.61	.00		.00
FED PROJ TOTALS	25,122.26	20,090.61	25,113.26		20,090.61	20,090.61	.00		.00
FEDERAL PROJECT: BRS -A729-001									
F03081									
C5291990-000	1,919.79	47.90	1,919.79						
C5291990-011	57,664.66	47,619.66	57,664.66						
AGREEMENT TOTALS	59,584.45	47,667.56	59,584.45	80.00	48,800.00	47,667.56	.00		.00
FED PROJ TOTALS	59,584.45	47,667.56	59,584.45		48,800.00	47,667.56	.00		.00
FEDERAL PROJECT: BRS -A729-002									
F03083									
C5292513-000	15,084.08	11,004.17	15,084.08						
C5292513-011	713.14	1,633.61	713.14						
AGREEMENT TOTALS	15,797.22	12,637.78	15,797.22	80.00	14,400.00	12,637.78	.00		.00
FED PROJ TOTALS	15,797.22	12,637.78	15,797.22		14,400.00	12,637.78	.00		.00
FEDERAL PROJECT: BRS -A736-002									
F02883									
C5041966-000	3,359.43	1,028.44	3,359.43						
C5041966-011	23,258.30	20,265.74	23,258.30						
AGREEMENT TOTALS	26,617.73	21,294.18	26,617.73	80.00	26,520.00	21,294.18	.00		.00
FED PROJ TOTALS	26,617.73	21,294.18	26,617.73		26,520.00	21,294.18	.00		.00
FEDERAL PROJECT: BRS -A740-001									
F04212									
C5041975-000	80.44	.00	80.44						

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                      JUNE 1985        PAGE 1140
                                                                               FISCAL          GRAND TOTAL
     DESCRIPTION              PREFIX  FUNCTION SUB F. GR  CURRENT MONTH     YEAR TO DATE        TO DATE
                             534   1901     922    00 P 1                                         10.12
                                            TOT       P1                                       8,555.27
                                         ** JOB TOTALS **               **                **   8,555.27  **

                                                                                                        STATE
 GERMANTOWN R&CORNELIUS R     CONT NO     * FA PROJ NOS HES A663001 100                       12,121.09CR
                             534   1904     296    00 N 9                                      1,212.11
                             534   1904     297    00 N 9                                     10,908.98
                             534   1904     298    00 N 9                                      8,576.35
                             534   1904     901    00 P 1                                        951.[illegible]
                             534   1904     905    00 P 1                                        659.[illegible]
                             534   1904     910    00 P 1                                        226.53
                             534   1904     911    00 P 1                                         12.32
                             534   1904     912    00 P 1                                         77.20
                             534   1904     913    00 P 1                                         62.74
                             534   1904     914    00 P 1                                        115.03
                             534   1904     920    00 P 1                                        912.[illegible]
                             534   1904     921    00 P 1                                         10.12
                             534   1904     922    00 P 1                                        517.99
                             534   1904     923    00 P 1
                                            TOT       P1                                      12,121.09
                                         ** JOB TOTALS **               **                **  12,121.09  **

                                                                                                        STATE
 LOUSIGNONT CR(TIMBER R)BR    CONT NO     * FA PROJ NOS BRS A690001 100         1,896.37CR    23,496.37CR
                             534   1948     296    00 N 9                                      3,680.00
                             534   1948     297    00 N 9                        1,896.37     19,816.37
                             534   1948     298    00 N 9                                      4,321.68
                             534   1948     901    00 P 1                                      4,470.57
                             534   1948     905    00 P 1                            9.00          9.00
                             534   1948     905    00 N 9                                        165.84
                             534   1948     906    00 P 1                                      1,299.28
                             534   1948     909    00 P 1                                        243.23
                             534   1948     910    00 P 1                                        108.25
                             534   1948     911    00 P 1                                         90.07
                             534   1948     913    00 P 1                           68.59CR      333.86
                             534   1948     914    00 P 1                                        145.23
                             534   1948     918    00 P 1                                         98.75
                             534   1948     920    00 P 1                                        863.77
                             534   1948     921    00 P 1                                         13.12
                             534   1948     922    00 P 1                                        163.33
                             534   1948     923    00 P 1                                      3,477.35
                             534   1948     926    00 P 1                                      4,789.46
                             534   1948     927    00 P 1                                        430.38
                             534   1948     929    00 P 1                           19.97CR       43.31
                             534   1948     932    00 P 1                                        340.19
                             534   1948     933    00 P 1                                      3,372.79
                             534   1948     937    00 P 1                           88.56CR   24,770.46
                                            TOT       P1                             9.00          9.00
                                            TOT       N1
                                         ** JOB TOTALS **               **          79.56CR** 24,779.46  **
```

9845 jc cc: OSHD (Rulien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

A

#9845

REGION NO. 10	REPORT NO. 1	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 2 - 4 - 86	REPORT MADE BY C.O. Fredrickson, Const. Engineer		PROJECT NO. BRS-A690(2)
COMPLETION DATE (Actual) 10 - 10 - 84	ACCEPTANCE DATE BY CONRTACT AGENCY 5-15- 85	TIME ELAPSED 100 %	CONTRACT TIME 10 - 31 - 84

LOCATION

Lousignont Creek Bridge Sec. of FAS A690 (Timber Road) Approx. 37 miles west of Portland

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction and removal of a detour.

   B. Removal of the existing bridge.

   C Construction of Bridge No. 13314B over Lousignont Creek.
   Length: 60 ft. Width: 27 ft. 6 in.

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Aubrey Mountain Construction Co.

3. Contract Amount: $160,606.38

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
FEB 18 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy 2/20

NOTED
W. E. SCHWARTZ

Signature (SHD Official) C.O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE		SIGNATURE Original Signed by G. K. [illegible]SNER Field Operations Engineer	
TITLE Area Engineer	DATE FEB 11 1986	TITLE Field Operations Engineer	DATE FEB 14 1986

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9845

files"

To Fran

Missing Contract Slips

Contract #	Contractor	Final Est Amt	Total Paid	Total Force Acct
9845	Aubrey Mtn	$ 8105.83	$ 159,739.39	$ 1536.51
9792	LT Contractors	<1762.00>	736,756.75	0
9585	Eudaly Bros	5350.00	1544,544.49	25,217.85
9723	Cascade Const.	<222.64>	532,924.54	0

Jan

January 10, 1986 -

Surety letter advising of final contract amount not sent per R. W. Gormsen -- Due to STARS program, Hwy acctg was backlogged and they did not send us this voucher slip till now and R.W.G. said too late to send letter to surety and contractor.

RECEIVED
JAN 9 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

N

To. Commission Services

From: Contract Accounting

Re: Final Contract Payment

ok -

Contract # 9845
Contractor Name Aubrey Mtn Const.
Final Payment Amount $869.33
Total Payments $ 159,739.38
Tota. Force Amount $ 1536.51

[redacted] -
Surety letter advising of final contract amount not sent per R.W. Gormsen - Due to STARS program, HWY Acctg was backlogged, and they did not send us this voucher slip til now and RWG said it was too late to send letter to surety and contractor.

1-2-86

9845

July 15, 1985

C. G. Gredvig, Inc.
4935 NE Kahneeta Court
Portland, OR 97229

CON 5
#9845

Thank you for your letter of June 24, 1985, requesting us to release your claim against Aubrey Mtn. Const. Company.

You state this to be in reference to the Aubrey Mtn. Const. Co., Contract No. 9845 for work on the Lousignont Creek Bridge Section in Washington County. The amount of the claim was $2,641.50.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Employers Ins. of Wausau
Surety Department
2000 Westwood Dr.
Wausau, WI 54401

Aubrey Mtn. Const. Co.
PO Box 1048
Oakridge, OR 97463

bc: Secretary of State: Filed 5-31-85; CL 1985-0113

bbc: Bryant Jackmond

FKN:kjm

NOTED ON CARD
7-15-85 kjm

C.G. GREDVIG, Inc.
HEAVY CONSTRUCTION • CATS • LOADERS
4935 N.W. Kahneeta Court • Portland, Oregon 97229
645-7893

Arch Cape, Oregon
P.O. Box 16 • 436-2563

June 24, 1985

Department of Transportation
Transportation Building
Salem, Oregon 97310
ATT: Robert W. Gormsen
Commission Services

Dear Sir:

We hereby advise you to release claim against Aubrey Mtn. Const. Company on following:

Amount:	$264;.50
Against	Aubrey Mtn. Const. Co.
Contract No.	9845
Project:	Lousignont Creek Bridge

He called on June 23, saying he was sending check to us.

Thank you,
C. G. Gredvig
C. G. Gredvig, Pres.

Copy to Aubrey Mtn. Const. Co.

RECEIVED
JUN 25 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-262	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
MODIFICATION NUMBER 2		Project Number BRS-A690(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 13, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 190,000.00	$ 198,295.00
Federal funds	$ 152,000.00	$ 158,636.00
Other revisions		

This modification is made for the following reasons:

To include increase construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of June, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L Rount
for
Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A (Rev. 10-75) Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 25, 1985

FEDERAL AID PROJECT NO. BRS-A690(2)

Lousignont Creek Bridge
FAS A690 (Timber Road)
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
Structure #13314-A (Sta. 3+00 to Sta. 10+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 8.00	146	$ 1,168.00	170	$ 1,360.00
Embankment In-Place	4.00	2,775	11,100.00	3,007	12,028.00
Filter Blanket	30.00	18	540.00	30	900.00
EWO #1 Temporary Striping	---	--	--	All	1,536.00
			$12,808.00		$15,824.00

Increase	$ 3,016.00
Subtotal as on previous estimate of November 8, 1984	169,414.40
Subtotal	$172,430.40
Engineering	25,864.60
Total	$198,295.00

Length of Project ------------------ 0.13 mi.

Federal Funds (80%)	$158,636.00
County Funds	39,659.00
TOTAL	$198,295.00

Group 1: 100%
Contract No. 9845
Prefix: C534-1948
Prefix: C09845
Appn Code: 114

DDB:me

9945

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-183	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State Oregon
PROJECT REPORT NUMBER		County Washington
MODIFICATION NUMBER 1	11-13-84	Project Number BRS-A690(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 13, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 170,954	$ 190,000
Federal funds	$ 136,763	$ 152,000
Other revisions		

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of November, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

ON FILE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 8, 1984

FEDERAL AID PROJECT NO. BRS-A690(2)

LOUSIGNONT CREEK BRIDGE
FAS A690 (TIMBER ROAD)
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE #13314-A (STA. 3+00 to 10+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Continuous Rail Traf. Barrier Reflectorized	$ 7.00	100	$ 700.00	300	$ 2,100.00
Temporary Guard Rail Type 2A, Reflectorized	12.00	400	4,800.00	564	6,768.00
Class B Asphalt Concrete	40.00	530	21,200.00	878.71	35,148.40
Loose Riprap, Class 700	35.00	70	2,450.00	112.2	3,927.00
	Subtotals		$29,150.00		$47,943.40

Increase	$ 18,793.40
Subtotal from estimate of July 10, 1984	150,621.00
Subtotal	$ 169,414.40
Engineering	20,585.60
Total	$ 190,000.00

Length of Project	0.13 mi.

Federal Funds (80%)	$ 152,000.00
County Funds	38,000.00
Total	$ 190,000.00

Group 1	100%
Contract No.	9845
Prefix:	534-1948
Prefix:	534-1004

Appn Code 114

WH:bkb

TO BE COMPLETED BY FHWA 7-94	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 7-13 84	STATE Oregon COUNTY Washington PROJECT NO. BRS-A690(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lousignont Creek Bridge on Timber Road, two miles north of Timber

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-23-84	0.133

OTHER *(Specify)*

FUNDS Pro-rata 80%

ESTIMATED TOTAL COST OF PROJECT $ 170,954.00	FEDERAL FUNDS $ 136,763.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~By~~ XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUL [illegible] 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   JULY 10, 1984

FEDERAL AID PROJECT NO. BRS-A690(2)

LOUSIGNONT CREEK BRIDGE
FAS A690 (TIMBER ROAD)
WASHINGTON COUNTY

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure #13314-A (Sta. 3+00 to Sta. 10+00)

Mobilization	Lump Sum	All	--	$ 5,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	--	2,000.00
Temporary Signs	Sq. Ft.	146	8.00	1,168.00
Temporary Barricades	Each	7	65.00	455.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	Lin. Ft.	100	7.00	700.00
Temporary Guard Rail, Type 2A, Reflectorized	Lin. Ft.	400	12.00	4,800.00
Temporary Delineators	Each	9	20.00	180.00
Flaggers	Hour	80	12.00	960.00
Clearing and Grubbing	Lump Sum	All	--	500.00
Toe Trench Excavation	Cu. Yd.	100	10.00	1,000.00
Detour Removal Excavation	Cu. Yd.	2,991	2.00	5,982.00
Embankment in Place	Cu. Yd.	2,775	4.00	11,100.00
Stone Embankment	Cu. Yd.	672	13.75	9,240.00
Trench Excavation	Cu. Yd.	11	10.00	110.00
Watering	M-Gal.	30	10.00	300.00
Aggregate Base	Ton	2,020	9.00	18,180.00
Class "B" Asphalt Concrete	Ton	530	40.00	21,200.00
12-inch Culvert Pipe	Lin. Ft.	40	10.00	400.00
Guard Rail, Type 2A	Lin. Ft.	100	13.50	1,350.00
Guard Rail, Type 3	Lin. Ft.	100	30.50	3,050.00
Guard Rail Anchors, Type 1	Each	4	325.00	1,300.00
Rail End Pieces, Type C	Each	4	99.00	396.00
Extra for Asphalt Approaches	Each	6	250.00	1,500.00
Loose Riprap, Class 700	Cu. Yd.	70	35.00	2,450.00
Filter Blanket	Cu. Yd.	18	30.00	540.00
Delineators, Type 2	Each	12	20.00	240.00
Delineators, Type 4	Each	4	15.00	60.00
Bridge Removal Work	Lump Sum	All	--	3,500.00
Structure Excavation	Cu. Yd.	41	15.00	615.00
Furnish Pile Driving Equipment	Lump Sum	All	--	3,500.00
Furnish HP 10x42 Steel Piling	Lin. Ft.	320	15.50	4,960.00
Drive Steel Piles	Lin. Ft.	320	3.00	960.00

Structural Concrete, Class 3300 (14 C.Y.)	Lump Sum	All	--	4,200.00
Reinforcement (1900#)	Lump Sum	All	--	800.00
4' x 60'/65' Prestressed Slabs	Each	7	3,685.00	25,795.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	125	52.00	6,500.00
Metal Rail with Tubing	Lin. Ft.	138	35.00	4,830.00
				$ 149,821.00

ANTICIPATED ITEMS

Roadside Seeding & Mulching	All Required	$ 800.00
Total of Anticipated Items		$ 800.00
	Subtotal	$ 150,621.00
	Engineering	20,333.00
	Total	$ 170,954.00

Length of Structure ------------- 0.13 mile

Federal Funds (80%)	$ 136,763.00
County Funds	34,191.00
Total	$ 170,954.00

Group 1: 100%
Contract No. 9845
Prefix: 534-1948 P.E.
534-1004
Appn Code: 114

WH:me

CL1985-0113

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 31 1985
BARBARA ROBERTS
SECRETARY OF STATE

May 28, 1985

IN REPLY REFER TO
FILE NO.:

CON 5
#9845

C. G. Gredvig, Inc.
4935 NW Kahneeta Court
Portland, OR 97229

Gentlemen or Ladies:

This will acknowledge your claim notice dated May 20, 1985, against the following Highway Division contract:

FILED BY:	C. G. Gredvig, Inc.
AMOUNT:	$2,641.50
AGAINST (Prime contractor)	Aubrey Mtn. Const. Co.
CONTRACT NO.:	9845
PROJECT:	Lousignont Creek Bridge, FAS A 690, Washington County
SURETY:	Employers Ins. of Wausau

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
6-3-85 Kjm

RECEIVED
JUN 03 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Aubrey Mtn. Const. Co.
PO Box 1048
Oakridge, OR 97463

Employers Ins. of Wausau
Surety Department
2000 Westwood Drive
Wausau, WI 54401

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

C. G. GREDVIG
HEAVY CONSTRUCTION • CATS • LOADERS
670 N.W. Dale Avenue • Portland, Oregon 97229
644-6265

~~Arch Cape, Oregon~~
~~P.O. Box 16 • 436-2563~~

Date May 20, 85

M r. Robt. Gormsen DOT
Room 121 Transportation Bldg.
Salem Oregon 97310

JOB LOCATION

I Hereby wish to submit a Claim against Aubrey Mountain Const. For Job #9845 Losignot Creek Bridge Job in the amount of $2641.50

C G GREDVIG INC
C G Gredvig Pres.

RECEIVED
MAY 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

May 20, 1985

Employers Insurance of Wausau
Surety Department
2000 Westwood Drive
Wausau, WI 54401

CON 5
#9845

Gentlemen or Ladies:

Contract No. 9845 awarded to Aubrey Mtn. Const. Co. for work on the Lousignont Creek Bridge Section of FAS A690 in Washington County was completed on November 6, 1984, and accepted by the State Highway Division on May 15, 1985.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 28, 1985.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Aubrey Mtn. Const. Co.
PO Box 1048
Oakridge, OR 97463

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
E. L. Hardt

9845

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: May 15, 1985

William E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9845, On Site Work Substantially Completed October 10, 1984

All Work Completed November 6, 1984

Project Lousignont Creek Bridge

Highway FAS A690(2)

County Washington

Type of Work Grading, Paving & Structure

Contractor Aubrey Mountain Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

May 20, 1985 - Surety letter written.

Noted R Gormsen

81-125-1367

Contains Recycled Materials

DATE: May 15, 1985

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Lousignont Creek Bridge Section
FAS A 690 (Timber Road) Highway, Washington County
Contract No. 9845

This federal-aid bridge replacement project has been completed and it is now apparent that the final cost will exceed the project authorization by $19,000 or eleven percent.

There were numerous variations in contract bid item quantities from those estimated to be required to complete the project. Most notable among these were a 60 percent overrun of loose riprap, which was apparently underestimated, and a 66 percent overun of asphalt concrete material. The latter overrun was due to use of extra paving required to cover the detour for the protection of traffic flow. The net effect of these, together with other minor variations in contract bid item quantities, was an increase of approximately $9,250 to the cost of the project.

The balance of the overrun is due to increased cost of construction engineering required to properly monitor, inspect and document the construction of the project.

There are sufficient funds available in the category of work and all the increase, except $5,300, is eligible for federal participation.

I recommend that the authorization be increased by $19,000 to a new total of $189,954.84. This matter will be on the consent calendar for the May 21 meeting.

cc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

HHP:mk sl

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: May 15, 1985

FROM: for O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Lousignont Creek Bridge Section
FAS A 690 (Timber Road) Highway, Washington County
Contract No. 9845

This federal aid bridge replacement project has been completed and it is now apparent that the final cost will exceed the project authorization by $19,000 or eleven percent.

There were numerous variations in contract bid item quantities from those estimated to be required to complete the project. Most notable among these were a 60% overrun of loose riprap, which was apparently underestimated, and a 66% overrun of asphalt concrete material. The latter overrun was due to use of extra paving required to cover the detour for the protection of traffic flow. The net effect of these, together with other minor variations in contract bid item quantities, was an increase of approximately $9,250 to the cost of the project.

The balance of the overrun is due to increased cost of construction engineering required to properly monitor, inspect and document the construction of the project.

There are sufficient funds available in the category of work and all the increase, except $5,300.00, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $19,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Bob Shotwell
B. M. Walton
D. L. Trout

RECEIVED
STATE HWY ENGR
MAY 15 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials

9145 +

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

5 FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Lousignont Creek Bridge		WEEK ENDING October 13, 1984
		SECTION PREFIX 534-1004
HIGHWAY Timber Road		COUNTY Washington
NAME OF JOB Lousignont Creek Bridge	KIND OF WORK Grading, Paving, and Structure	
CONTRACTOR Aubrey Mtn. Construction Co.	CONTRACT NUMBER 9845	FEDERAL AID PROJECT NUMBER BRS-A690(2)
DATE OF CONTRACT June 27, 1984	DATE WORK STARTED July 5, 1984	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 2 SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION $ 170,954.84	SPECIFIED COMPLETION DATE October 31, 1984	PERCENT OF TIME ELAPSED 84
EXCLUSIVE OF ENGINEERING $ 157,398.95	ENGINEERING AUTHORIZATION $ 13,555.89	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 169,372.52	ENGINEERING COST TO DATE $ 17,600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 7.6 %	PERCENT OF AUTHORIZATION 130 %	DATE PROJECT WAS COMPLETED: October 10, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.13	0	0	0	0.13
MILES PARTIALLY COMPLETED	0.13	0	0	0	0.13
MILES COMPLETED	0.13	0	0	0	0.13
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,775 CY	0	0	0	530 Tons
TOTAL QUANTITIES CORRECTED TO DATE	2,775 CY	0	0	0	879 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,000 CY	0	0	0	879 Tons
AVERAGE DAILY QUANTITIES (This Week)	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	22.6	0	0	0	4.3
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

Trucks, backhoe, and misc. tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13314B							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7				
MONDAY 8	cloudy-rain			
TUESDAY 9	cloudy			
WEDNESDAY 10	rain			
THURSDAY 11	rain			
FRIDAY 12	rain			
SATURDAY 13				

RECEIVED
OCT 17 1984
CONSTRUCTION SECTION

CE CAE LS TC
COE OM SA CC
CA FE
CAN MA ✓
CP CSS
LEO FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7	
8 MONDAY	Place shoulder rock, saw joints in A/C at Bridge ends.
9 TUESDAY	No Activity.
10 WEDNESDAY	Finish all contract work.
11 THURSDAY	
12 FRIDAY	
SATURDAY 13	

REMARKS

STATUS: All work done. End of project. Last report.

SIGNED Joseph D. Simpson LOCATION 4755 S.W. Watson Ave

Beaverton, Oregon 97

Joseph D. Simpson, Asst. Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

7845 5 34-1948

[illegible]

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITOL BUILDING , SALEM, OR 97310

STATE OREGON	FEDERAL AID PROJECT NO. BRS-A690(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 9-15-81 To: 5-22-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$24,770.46	$24,770.46	80%	$19,816.37	$19,816.37	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By CONTROLLER *Authorized Officer* 8-27-84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	LOUSIGNONT CREEK (TIMBER RD.) BRIDGE SECTION COUNTY ROAD IN WASHINGTON COUNTY					
	PRELIMINARY ENGINEERING TYPE CODE PE					
	STATE	ALL REQUIRED			$24,770.46	
	TOTAL PARTICIPATING PROJECT COST				$24,770.46	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 8-30-84.					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   SEPTEMBER 1984          PAGE  923
                                                                               FISCAL              GRAND TOTAL
      DESCRIPTION                 PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO LATE          TO DATE
                              533   1947     918      00 P 1                                            4.45
                              533   1947     920      00 P 1                                           18.18
                              533   1947     926      00 P 1                        128.43            128.43
                              533   1947     950      00 P 1                                          970.21
                                             TOT         P1         251.60         3,886.53         9,287.23
                                             TOT         N1                                           264.64
                                      ** JOB TOTALS **              251.60  **     3,886.53  **     9,551.87  **

                                                                                                                 STATE
SIG.SALTZMAN&BARNES RD      CONT NO      * FA PROJ NOS HES 9022005 100
                              534   1901     296      00 N 9                                      8,555.27CR
                              534   1901     297      00 N 9                                        855.53
                              534   1901     298      00 N 9                                      7,699.74
                              534   1901     901      00 P 1                                      2,449.00
                              534   1901     905      00 P 1                                      1,283.51
                              534   1901     911      00 P 1                                      3,386.41
                              534   1901     914      00 P 1                                        304.25
                              534   1901     918      00 P 1                                           .90
                              534   1901     920      00 P 1                                        123.93
                              534   1901     921      00 P 1                                        997.15
                              534   1901     922      00 P 1                                         10.12
                                             TOT         P1                                       8,555.27
                                      ** JOB TOTALS **                      **               **   8,555.27  **

                                                                                                                 STATE
GERMANTOWN R&CORNELIUS R    CONT NO      * FA PROJ NOS HES A663001 100
                              534   1904     296      00 N 9                                     12,121.09CR
                              534   1904     297      00 N 9                                      1,212.11
                              534   1904     298      00 N 9                                     10,908.98
                              534   1904     901      00 P 1                                      8,575.35
                              534   1904     905      00 P 1                                        951.32
                              534   1904     910      00 P 1                                        659.55
                              534   1904     911      00 P 1                                        226.53
                              534   1904     912      00 P 1                                         12.32
                              534   1904     913      00 P 1                                         77.20
                              534   1904     914      00 P 1                                         62.74
                              534   1904     920      00 P 1                                        115.03
                              534   1904     921      00 P 1                                        912.94
                              534   1904     922      00 P 1                                         10.12
                              534   1904     923      00 P 1                                        517.99
                                             TOT         P1                                      12,121.09
                                      ** JOB TOTALS **                      **               **  12,121.09  **

                                                                                                                 STATE
LOUSIGNONT CR(TIMBER R)BR   CONT NO      * FA PROJ NOS BRS A690001 100
                              534   1948     296      00 N 9     1,896.37CR        1,896.37CR   23,496.37CR
                              534   1948     297      00 N 9                                      3,680.00
                              534   1948     298      00 N 9     1,896.37          1,896.37      19,816.37
                              534   1948     901      00 P 1                                      4,321.68
```

DESCRIPTION		PREFIX	FUNCTION	SUB	F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	534	1948	905	00	P 1	9.00CR		4,470.57	
	534	1948	905	00	N 1	9.00	9.00	9.00	
	534	1948	906	00	P 1			165.84	
	534	1948	909	00	P 1			1,299.28	
	534	1948	910	00	P 1			243.23	
	534	1948	911	00	P 1			108.25	
	534	1948	913	00	P 1			90.07	
	534	1948	914	00	P 1		68.59CR	333.86	
	534	1948	918	00	P 1			145.23	
	534	1948	920	00	P 1			98.75	
	534	1948	921	00	P 1			863.77	
	534	1948	922	00	P 1			13.12	
	534	1948	923	00	P 1			163.33	
	534	1948	926	00	P 1			3,477.35	
	534	1948	927	00	P 1			4,789.46	
	534	1948	929	00	P 1			430.38	
	534	1948	932	00	P 1		19.97CR	43.31	
	534	1948	933	00	P 1			340.19	
	534	1948	937	00	P 1			3,372.79	
			TOT		P1	9.00CR	88.56CR	24,770.46	
			TOT		N1	9.00	9.00	9.00	
			** JOB TOTALS **			**	79.56CR**	24,779.46	**
MCKAY&MCKAY CR O'FLOW BRGS	CONT NO		* FA PROJ NOS BRS A685004 100						STATE
	534	1949	296	00	N 9			35,645.18CR	
	534	1949	297	00	N 9			6,533.68	
	534	1949	298	00	N 9			29,111.50	
	534	1949	901	00	P 1			11,685.69	
	534	1949	903	00	P 1			315.75	
	534	1949	905	00	P 1			5,051.42	
	534	1949	906	00	P 1			253.63	
	534	1949	909	00	P 1			3,171.08	
	534	1949	911	00	P 1			182.79	
	534	1949	913	00	P 1			203.36	
	534	1949	914	00	P 1			131.31	
	534	1949	920	00	P 1			79.39	
	534	1949	921	00	P 1			2,574.34	
	534	1949	922	00	P 1			85.14	
	534	1949	923	00	P 1			257.95	
	534	1949	926	00	P 1			6,340.58	
	534	1949	927	00	P 1			3,151.61	
	534	1949	932	00	P 1			31.03	
	534	1949	933	00	P 1			216.70	
	534	1949	937	00	P 1			2,505.43	
	534	1949	950	00	P 1			152.18	
			TOT		P1			36,389.38	
			** JOB TOTALS **			**	**	36,389.38	**

801
BILLING NUMBER 14

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

10/11/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
530-1978	1	RRS -B573-001 APPR-138	1,800.00	352.87	352.87	90.00	317.58	317.58		
530-1980	1	RRS -B572-001 APPR-138	1,800.00	122.89	122.89	90.00	110.60	110.60		
530-1981	1	RRS -B574-002 APPR-138	1,800.00	123.89	123.89	90.00	111.50	111.50		
530-1982	1	RRS -B574-001 APPR-138	1,800.00	126.83	126.83	90.00	114.15	114.15		
530-1985	1	BRS -B573-002 APPR-114	20,800.00	12,655.02	12,638.63	80.00	10,110.90	10,110.90		
530-1990	1	BRS -B596-001 APPR-118	25,920.00	9,465.52	9,465.52	[illegible].00	7,572.42	6,769.22		803.20
531-1934	1*	RRS -B618-002 APPR-138	6,338.71	7,043.01	7,043.01	90.00	6,338.71	6,338.71		
531-1963	1*	BRS -B619-003 APPR-118	13,453.94	16,910.93	16,817.43	[illegible]0.00	13,453.94	13,453.94		
532-1902	1*	BRS -B636-001 APPR-118	17,780.73	22,227.84	22,225.91	80.00	17,780.73	17,780.73		
533-1943	1*	BRS -B407-001 APPR-118	15,774.47	19,718.09	19,718.09	80.00	15,774.47	15,774.47		
533-1947	1	RS -B417-001 APPR-075	29,970.00	9,300.27	9,035.63	88.15	7,964.91	7,964.91		
534-1901	1*	HES -9022-005 APPR-141	7,699.74	8,555.27	8,555.27	90.00	7,699.74	7,699.74		
534-1904	1*	HES -A663-001 APPR-141	10,908.98	12,121.09	12,121.09	90.00	10,908.98	10,908.98		
534-1948	1*	BRS -A690-001 APPR-118	19,816.37	24,779.46	24,770.46	80.00	19,816.37	19,816.37		
534-1949	1*	BRS -A685-004 APPR-118	29,111.50	36,389.38	36,389.38	80.00	29,111.50	29,111.50		
534-1950	1	BRS -A677-001 APPR-118	42,304.83	53,246.88	52,881.04	80.00	42,304.83	41,034.56		1,270.27
534-1953	1	BRS -A677-003 APPR-114	27,360.00	11,380.91	10,881.67	80.00	8,705.34	8,608.10		97.24
534-1970	1*	RS -A686-001 APPR-075	55,585.81	65,612.66	64,807.99	85.77	55,585.81	55,585.81		
	2*	RS -A685-001 APPR-075	38,943.53	45,991.27	45,404.61	85.77	38,943.53	38,943.53		
534-1970	PREFIX TOTALS		94,529.34	111,603.93	110,212.60		94,529.34	94,529.34		
535-1964	1	RS -B550-001 APPR-075		10.88				9.59	9.59-A	9.59CR
536-1955	1*	RS -A696-001 APPR-075	40,926.96	47,757.27	47,700.42	85.80	40,926.96	40,926.96		
536-1956	1	RS -A695-001 APPR-075	51,480.00	38,652.11	38,042.16	85.80	32,640.17	32,640.17		
536-1983	1	RS -A563-001 APPR-075	81,422.00	73,428.16	72,899.37	88.15	64,260.79	63,164.38		1,096.41
601-1968	1*	IR -8407-003 APPR-044	46,328.01	50,339.53	50,236.40	92.22	46,328.01	46,328.01		
601-1972	1*	IR -8407-005 APPR-044	51,807.19	56,369.65	56,201.82	92.22	51,829.32	51,807.19	22.13 B	

9845

FOSTER

L.B.FOSTER COMPANY

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119-3721
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544-7993 • TELEPHONE (415) 489-7000

Notice to Public Agency and
Original Contractor or Reputed
Contractor as required by
Oregon Lien Laws.

TO: Oregon State Hwy. Dept.
(Public Agency)
Transportation Bldg.
Salem, Oregon 97310

Date: August 15, 1984

SX05354

TO: Aubrey Mountain Construction
(Contractor)
P.O. Box 1048
Oakridge, Oregon 97463

#9845

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish New 10 x 42 Steel H Bearing Pile, A36 Domestic in the following lengths: 1 pc @ 36', 1 pc @ 50', 3 pcs @ 60'

equipment or materials for a total estimated price of $ 5,000.00

Five thousand dollars

For the building, structure, or other work of improvement located at:

Lousignont Creek Bridge
on Timber Road
Near Strassel, Oregon

The name of the person (or persons) who contracted for the purchase (or rental) of said materials or equipment is:

Aubrey Mountain Construction
P.O. Box 1048
Oakridge, Oregon 97463

By: A. M. Roberts
L. B. FOSTER COMPANY

RECEIVED
1984
SERVICES
OF TRANSPORTATION

no resp. nec

9845

FOSTER

L.B.FOSTER COMPANY

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119-3721
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544-7993 • TELEPHONE (415) 489-7000

Notice to Public Agency and
Original Contractor or Reputed
Contractor as required by
Oregon Lien Laws.

SX05185

TO: Oregon State Highway Dept.
(Public Agency)
Transportation Building

Salem, Oregon 97310

Date: August 8, 1984

SX05185

II/9845

TO: Aubrey Mountain Const.
(Contractor)
P.O. Box 692

Oakridge, Oregon 97463

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish 9 pieces New 10 x 42# Import H Bearing, 2 pieces New 10 x 42# Domestic H Bearing Pile.

equipment or materials for a total estimated price of $ 5,000.00
Five thousand

For the building, structure, or other work of improvement located at:

Lousignont Creek Bridge
Near Strassel, Oregon
on Timber Road

The name of the person (or persons) who contracted for the purchase (or rental) of said materials or equipment is:

John G.
Aubrey Mountain Const.

P.O. Box 692

Oakridge, Oregon 97463

By: A. M. Roberts
L. B. FOSTER COMPANY

CERTIFIED
P 368 736 491
MAIL

no resp. rec.
Fa

RIGHT OF WAY ADMINISTRATION
RECEIVED
AUG 13 1984
☐ M ☐ AM ☐ ADM ☐ RBR ☐ CA ☐ RS
☐ PMS ☐ AS ☐ CE ☐ OS ☐ TA ☐ RUE
☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

9845

July 20, 1984

Aubrey Mtn. Const. Co.
P. O. Box 1048
Oakridge, OR 97463

CON 5
#9845

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9845 for work on the Lousignont Creek Bridge on FAS A690 (Timber Road) in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: Wausau Insurance Companies
Surety Department
2000 Westwood Drive
Wausau, WI 54401

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Jan Peterson
E. L. Hardt
Robert Shotwell

June 15, 1984

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem OR 97310

RE: MBE & WBE for
Lousignont Creek Bridge #9845
FAS A690 (Timber Road)
Washington County

Dear Sir;

The minority contractor we are using on this project will be J & J Fencing, 694 N. 34th St., Springfield, OR, 97477. They will be furnishing the following items:

# 6	Temporary Guard Rail	
7	Temporary Deleniators @ $20.00	$180.00
19	Guard Rail Type 2 @ $13.50	$1,350.00
20	Type 3 100 L.F. @ $30.50	$3,050.00
21	Anchors; 4 @ $325.00	$1,300.00
22	Type C; 4 @ $99.00	$396.00

Their Contract will be in the amount of

The Woman Owned Business will be a woman owned dump truck business. Her portion of this project will not be less than $1,500.00

Yours truly,

Sherene Clifford

Sherene Clifford, bookkeeper
Aubrey Mountain Construction Co.
P.O. Box 1048
Oakridge OR 97463

cc: Kay Turner

RECEIVED
JUN 19 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7845

June 20, 1984

PRO

Rick Daniels, Director
Land Use & Transportation
Washington County
150 N. First Avenue
Hillsboro, OR 97123

Dear Mr. Daniels:

SUBJECT: Lousignont Cr. (Timber Rd.) Br.
Washington County
Project No. BRS-A690(2)

On June 14, 1984 the Highway Division received a satisfactory bid from Aubrey Mtn. Const. Co., P.O. Box 1048, Oakridge, OR 97463, for the subject project.

This is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 7541 the County is requested to deposit their share of the project cost as computed below:

Contractor's Bid	8 $149,~~5~~21.00
Anticipated Items	800.00
SUBTOTAL	$150,321.00
Contingencies (4 1/2%)	6,764.45
Engineering (9%)	13,528.89
TOTAL CONTRACT COST	$170,614.34
Less Federal Funds (80%)	(136,491.47)
COUNTY SHARE (20%)	$ 34,122.87

COUNTY SHARE & ADVANCE DEPOSIT $34,100

We will award the contract when we receive your advance deposit in the amount of $34,100, which should arrive no later than July 6, 1984. You may use one of the three options for payment described in the attachments.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

Received
6-28-84

MKS:pf
Attachments
bcc w/AD #84-69: Wayne Schulte, Metro Region
Vern Skoog-Please return completed AD #84-69 when advance deposit is received.

4445

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

		1. FEDERAL-AID PROJECT NO. BRS-A690(2)
		2. STATE PROJECT NO. See Below
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 10199	2A. COUNTY NAME Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/23/84	8. FEDERAL ROUTE NUMBER Secondary A690	9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Lousignont Creek Bridge #13314

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 5/21/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $190,000, Federal Funds $152,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 5/15/84 that provisions of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
JUN 6 '84
REFER TO

10199

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5/23/84	Secondary A690	County Road

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☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

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RECEIVED
STATE HWY ENGR
JUN 6 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
6/6

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/23/84	G K H	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

~~9845~~

/ Section Lousignont C[illegible]k Bridge Programm[illegible]g Estimate $

Highway FAS A690 (Timber Road) Project Length 0.13mi

County Washington Completion ~~Time~~ Date 10/31/84

Kind of Work Grading Paving & Structure Est. Comp. Date 10/31/84

Prefix 534-1948-921 Letting Date June 14, 1984 Project No. BRS-A690(2)

Rc'd 5/8/84 @ 9:20 AM
JC

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 198,522.80

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching	800.00	$ 800.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
______		
______		
______		
______		
______		
Adjust Utilities:		
______		
______		
Subtotal		$ 199,322.80
Contingencies (4-1/2%)		8,969.53
Engineering ~~8~~, 9, ~~10%~~		17,939.05
Subtotal		$ 226,231.38
Credit for ______		
Estimated Net Authorization, Construction		$ 226,231.38

Sent to Schulte 5-8-84

APPROVED

______
Road Design Engineer

SUMMARY–BID SCHEDULE–COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Lousignont Creek Bridge		COUNTY Washington	SHEET 1	OF 2
KIND OF WORK Grading, Paving and Structure	KEY NUMBER	LENGTH –	DATE	NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 4-24-84 BB THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 5-24-84					
	Mobilization		LUMP SUM	All	LUMP SUM	20,000
	Temporary Protection and Direction of Traffic		LUMP SUM	All	LUMP SUM	$1,000^{00}$
	Temporary Signs		Sq. Ft	146	6^{00}	876^{00}
	Temporary Barricades		Each	7	70^{00}	490^{00}
	Temporary Continuous Rail Traffic Barrier, Reflectorized		Lin Ft	100	7^{00}	700^{00}
	Temporary Guard Rail, Type 2A, Reflectorized		Lin Ft	400	7^{00}	$2,800^{00}$
	Temporary Delineators		Each	9	18^{00}	162^{00}
	Flaggers		Hour	80	15	1200–
	ROADWORK					
	Clearing and Grubbing		LUMP SUM	All	LUMP SUM	1,500
	Toe Trench Excavation		Cu Yd	100	10	1,000
	Detour Removal Excavation		Cu Yd	2991	5^{30}	$15,852^{30}$
	Embankment in Place		Cu Yd	2775	6^{50}	$18,037^{50}$
	Stone Embankment		Cu Yd	672	12	8,064
	Trench Excavation		Cu Yd	11	15	165
	Watering		M-Gal	30	15	450
	Aggregate Base		Ton	2020	11^{50}	23,230
	Class "B" Asphalt Concrete		Ton	530	40	21,200
	12-inch Culvert Pipe		Lin Ft	40	25	1000

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Lousignont Creek Bridge		COUNTY	SHEET 2	OF 2
KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Guard Rail, Type 2A		Lin Ft	100	15	1500
	Guard Rail, Type 3		Lin Ft	100	26	2600
	Guard Rail Anchors, Type 1		Each	4	350	1400
	Rail End Pieces, Type C		Each	4	85	340
	Extra for Asphalt Approaches		Each	6	175	1050
	Loose Riprap, Class 700		Cu Yd	70	20	1400
	Filter Blanket		Cu Yd	18	15	270
	Delineators, Type 2		Each	12	25	300
	Delineators, Type 4		Each	4	15	60
	STRUCTURE					
	Bridge Removal Work 1452 ft^2 @ \$5/ft^2		LUMP SUM	All	LUMP SUM	7,260^{00}
	Structure Excavation		Cu Yd	41	11^{00}	451^{00}
	Furnish Pile Driving Equipment		LUMP SUM	All	LUMP SUM	15,000^{00} ~~12,000~~
	Furnish HP 10x42 Steel Piling		Lin Ft	320 ~~384~~	14^{00}	4480^{00} ~~5,376~~
	Drive Steel Piles		Lin Ft	320 ~~384~~	1^{50}	480^{00} ~~576~~
	Structural Concrete, Class 3300 14 cu y @ \$220/cy		LUMP SUM	All	LUMP SUM	3,080^{00}
	Reinforcement 1900# @ \$.40/#		LUMP SUM	All	LUMP SUM	760^{00}
	4'x 60'/65' Prestressed Slabs 4×60×\$16.50/ft^2		Each	7	3960^{00}	27,720^{00}
	Reinforced Concrete Bridge End Panels		Sq Yd	125	57^{00}	7,125^{00}
	Metal Rail with Tubing		Lin Ft	138	40^{00}	5,520^{00}

9245

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: April 24, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 10199
Project No. BRS-A690(2)
Lousignont Creek Bridge Section
Timber Road (FAS-A690)
Washington County

Attached support data consists of PR-1 form and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 14, 1984.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bkb
Attachments

cc: Ed Hardt (Region M)
W. Schulte (Region M)
Karen Bunk (Region M)
M. Shultz w/attach.
General Files

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTM
BUREAU

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

FORM PR-1 (REV. 4-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R.O.

4-25-84

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 2 Mi. N of Timber	ADT	PRESENT 220 30 DHV	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BRS-	NUMBER A690	SEQ. NO. (2)	

CARD	CLASS OF FEDERAL FUNDS Bridge Replacement (20% On/Off System)	COUNTY NAME Washington			CODE 067
	NAME OF URBAN AREA ---	ROUTE NO. S	FEDERAL-AID A690	STATE Co. Rd.	U.S. ----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS County	CH PR (P
1													
5					PE								
5					ROW								
5					CONST (CODE) X080	(09)	"Lousignont Creek Bridge Section"	0.133	190,000	152,000	----	38,000	ROW-60' Access Parking none.

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.133	190,000	152,000	----	38,000	
1	14	PROGRAM APPROVAL DATES 10-1-83					REMARKS Additional Data: Item No. 10199; Projec No. BRS-A690(1).		

Key No. 00202

over

USCOMM D

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

N NO.	FORM PR-1 (REV. 4-61)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
O.	4-25-84	

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

R	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	Co. Rd., 2 Mi. N of Timber		220 30 DHV	----	----	10	Oregon	41	114	10199

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
One Bridge								BRS-	A690	(2)		

RAL FUNDS: Bridge Replacement (20% On/Off System)

AREA: ---

COUNTY NAME: Washington — CODE 067

ROUTE NO. S — FEDERAL-AID: A690 — STATE: Co. Rd. — U.S.: ----

PROGRAM STAGE ☐ 1 OR ☐ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) X080	(09)	"Lousignont Creek Bridge Section"	0.133	190,000	152,000	----	38,000	ROW-60' normal; Access Control-none; Parking Restrictions-none.
PARED BY JLG			PROJECT TOTALS	0.133	190,000	152,000	----	38,000	

OGRAM APPROVAL DATES: 10-1-83

No. 00202

REMARKS: Additional Data: Item No. 10199; Project No. BRS-A690(1).

over-

USCOMM DUSCOMM-DC 40905-P61

Project Data: The work consist of: 1) remove existing structure; 2) construct on improved alignment a prestressed concrete slab span bridge (No. 13314A) 60 feet long and 28 feet wide, out to out; 3) construct approach roadways and place riprap as required; 4) install guardrail as directed; 5) adjust utilities as necessary; and 6) incidentals common to this type of work.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7541 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively, was executed August 23, 1981.

Note: 1) Project is in Congressional District No. 1.
2) Existing structure has a sufficiency rating of 18.0.

INDEX OF SHEETS
DESCRIPTION
itle Sheet
ypical Sections, Details & Summary
pe Data
lan & Profile
rofile

y Protection And Direction Of Traffic Will
en In The Contract Special Provisions.

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

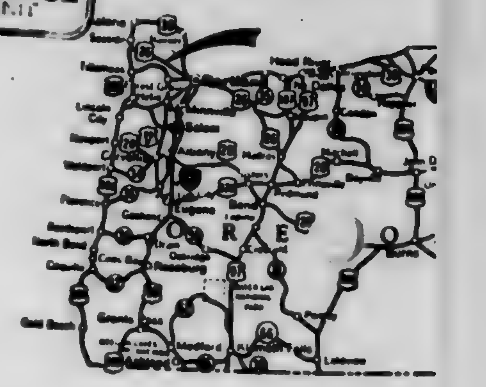
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

PRELIMINARY COPY
SEP 28 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

LOUSIGNONT CREEK BRIDGE S FAS A690 (TIMBER ROA WASHINGTON COUNTY		
FED. ROAD DIV. No.	STATE	PROJECT NUMBER
10	OREGON	

HBR-C

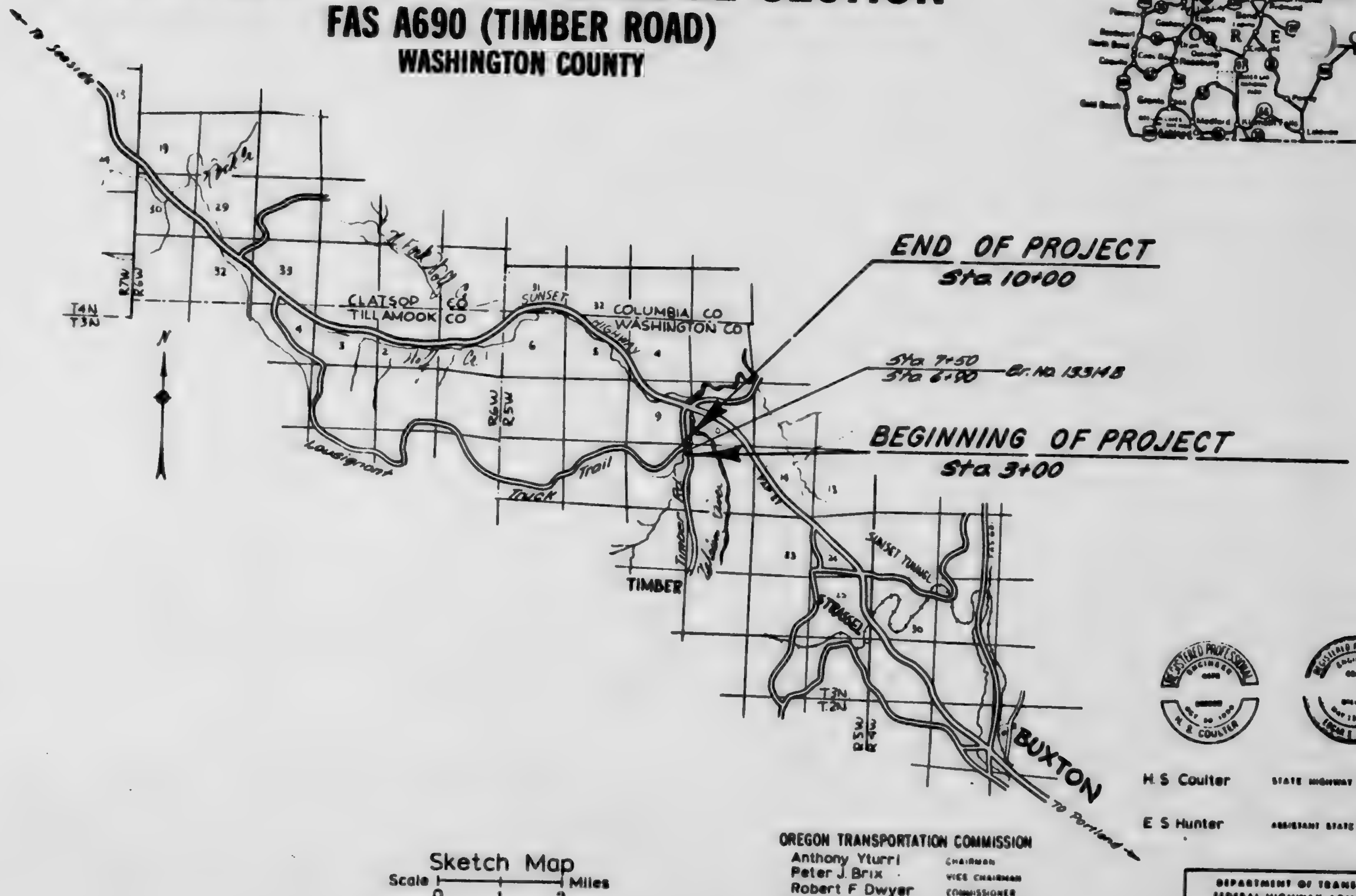


LOUSIGNONT CREEK BRIDGE SECTION

FAS A690 (TIMBER ROAD)

WASHINGTON COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE


To Seaside
END OF PROJECT
Sta 10+00
Sta 7+50
Sta 6+90
Br. No. 13314B
BEGINNING OF PROJECT
Sta 3+00
CLATSOP CO
TILLAMOOK CO
COLUMBIA CO
WASHINGTON CO
SUNSET HIGHWAY
T4N
T3N
T3N
T2N
R7W
R6W
R6W
R5W
R5W
R4W
N
Lousignont
Tough Trail
TIMBER
SUNSET TUNNEL
BUXTON
To Portland
19
30
29
32
33
4
3
2
6
5
4
9
10
13
23
24
30
Sketch Map
Scale
0
1
2
Miles

H S Coulter STATE HIGHWAY ENGINE

E S Hunter ASSISTANT STATE HIGHW

OREGON TRANSPORTATION COMMISSION	
Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORT
FEDERAL HIGHWAY ADMINIST

APPROVED

FIELD OPERATIONS ENGINEER

9845

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

3-27-84

PROGRAM SECTION
AGER ______ PROJECT UNIT ______
APR [illegible] 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

Attention: Right-of-Way Section

Subject: Federal Aid Project No. FAS-A690 Prefix: ______
Project Name Lousignont River Bridge, Timber Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 27th day of March, 1984

County of Washington

Wes Myllenbeck
~~County Judge~~/Chairman
Board of Commissioners
for Washington County

______ Commissioner

______ Commissioner

Certified By:

Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 4-10-84

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 84-115
DATE 3-27-84
BY Marilyn A. Bentsinger
CLERK OF THE BOARD

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

7915

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

September 22, 1983

J. H. Versteeg
Road Design Engineer

Files 53660.A and 53660.B
Lousignont Creek Bridge Section
Timber Road (Co. Rd.)
Washington County

Attached are descriptions (2 files), an authorization and right of way prints covering right of way required for the subject project.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

4545

STATE OF OREGON

INTEROFFICE MEMO

TO: **Ken Rolfe**
Region 1 R/W Supervisor

DATE: September 14, 1983

FROM: Adele L. Egan, Supervisor
Right of Way Office Unit

SUBJECT: Lousignont River Bridge
Timber Road
Washington County
AGR #236
Misc. C&A 7541

MISC. CONTRACTS and AGREEMENTS No. 7541

Attached are two copies of the subject agreement.

Description can use the preliminary engineering prefix. Does the County want to program the cost of appraising, or pay all expenses direct?

AE
mp
Attach.

cc: Comm. Serv., w/orig.
Finance, w/c
Local Gov't Programs, w/c
Description, w/c
Appraisal, w/c

[illegible] 10-3 [illegible]

11-10 83 noted in agree book

81-125-1367

9845

OREGON STATE HIGHWAY DEP… …TMENT

TO: JON ROSE 534-1948

SUBJECT: LOUSIGNANT CR BR

FROM: M STESNEY

DATE: 9-2-83

COMMENT FROM CURT DUVAL

1. NONSTANDARD SUPERELEVATION NO RUNOFF ON TANGENT RESULTING IN A NEGATIVE SUPER ON A 7°30' CURVE

9-6-83

Buz Swan —

Metro staff has reviewed the attached plans. Please note the comment and the suggestion marked in red on Drawing 38138. County approval was sent to you 8-31-83

Jon Rose

(SIGNATURE)

PLEASE REPLY HERE

ROUTING SLIP—DEPT. OF TRANSPORTATION

Date: 9-8-83

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Aeronautics
[✓ Bridge]
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files

Industrial Engineers
Information Systems
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Policy & Planning
Project Management & Operations Planning

Public Affairs
Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Eng.
Traffic Signal Unit
Traffic
Travel Information
Utilities
Metropolitan
Region Number ___
District Number ___
Resident Engineer ___

ATTENTION: Jerry Backstrand

FROM: L.P.

COMMENTS:

Form 731-0022 (8-81) SP*88790-734

S

Local Programs

(DATE)

3. SHE…

…NTACT.
… TO SENDER.

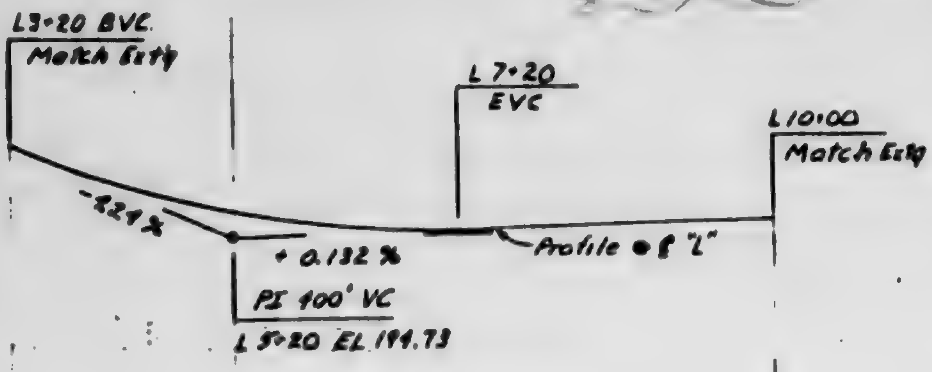
9845

8-31-83

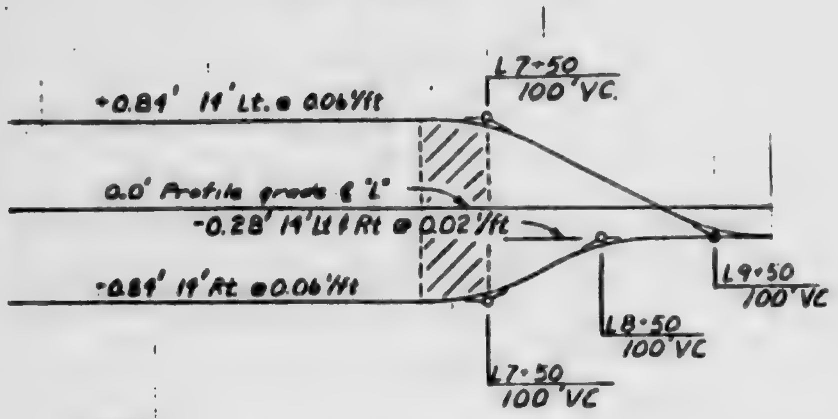
…ed Concrete
…oth Ends (See
…l Dwg No 2070)

…re

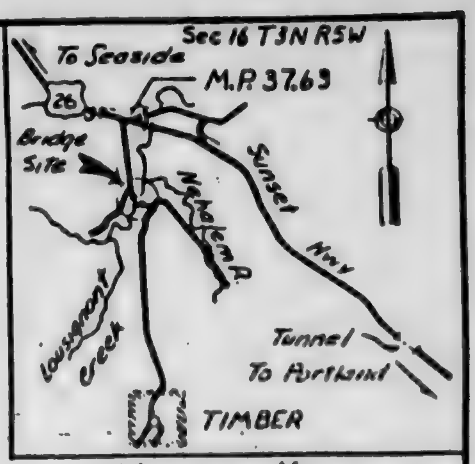
…ding Plans)


L3+20 BVC
Match Ex'g
L 7+20
EVC
L10+00
Match Ex'g
-2.24 %
+ 0.132 %
Profile @ ℄ "L"
PI 400' VC
L 5+20 EL 194.73

GRADE LINE DIAGRAM
No Scale


L7+50
100' VC.
+0.84' 14' Lt. @ 0.06'/ft
0.0' Profile grade ℄ "L"
-0.28' 14' Lt & Rt @ 0.02'/ft
-0.84' 14' Rt @ 0.06'/ft
L9+50
100' VC
L8+50
100' VC
L7+50
100' VC

SUPERELEVATION CHART
No Scale


Sec 16 T3N R5W
To Seaside
26
M.P. 37.63
Bridge Site
Nehalem R.
Sunset Hwy
Lousignont Creek
Tunnel
To Portland
TIMBER

VICINITY MAP
No Scale

HYDRAULIC DATA	Design Flood	Max Flood 1972
Discharge - cfs	1720	2000
Frequency - yrs	25	50
H.W. Elevation	186.6	186.8

APPROVED AS NOTED
Michael A Dones
Operations Manager
For Washington County Dept of Public Works
Date 8-25-83

From Metro JON ROSE	Date 8-31-83
To BUZ SWAN	

[✓ Proj. Mgmt.] Traffic | Region I Accounting

Comment: The attached plans have been checked and approved by Washington County. Please note and advise the Bridge section.

Jon Rose

Forwarded 9-2-83

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 5
1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

P.E.
…R
P.E.
…WAY ENGINEER
DESIGNED C.N.T.
DRAWN C.P.L.
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

LOUSIGNONT CREEK (TIMBER Rd.) BRIDGE
LOUSIGNONT CREEK (TIMBER Rd.) SECTION
COUNTY ROAD FAS-A690
WASHINGTON COUNTY

PRELIMINARY PLAN & ELEVATION

ACCOMPANIED BY DWGS. ______

DATE 7/25/83
BRIDGE NO. 13319 B
SHEET 1 OF 1
DRAWING NO. 38664

9845

+

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject	Oregon Project BRS-A690(1) Lousignont Creek Bridge 13314B Washington County	Date:	August 24, 1983
From	Division Administrator	Reply to Attn. of:	HBR-OR
To	Mr. H. S. Coulter State Highway Engineer		
Attn:	Mr. Walt Hart Bridge Engineer		

We have reivewed your foundation report dated August 12, 1983 and would like to call your attention to the drill logs. They state that at about 15 feet below original ground a dense gray sandy silt is in test hole TB 502 and a dense very fine gray sand is in test hole TB 501. Will this material support economical spread footings without undue settlement?

Please review this data and let us know what you decide.

For Dale E. Wilken

RECEIVED
STATE HWY ENGR

AUG 25 '83

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

orig
to

7845 N

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Trout
Final Project Coordinator

DATE: August 12, 1983 DES 23
13314B

FROM: Kamal A. Kamadoli, P.E.
Principal Structural Design Engineer

SUBJECT: Lousignont Creek (Timber Road) Bridge
Lousignont Creek (Timber Road) Section
Timber Road (FAS A690)
Washington County
BR 13314B

Attached are 26 reduced prints of Drawing 38664 and 7 reduced prints of Drawing 38138 which are the preliminary plan and elevation and vicinity map for the subject structure. These are being forwarded for your submittal to the Division of State Lands.

The following should be of special interest:

	YES	NO	QUANTITY
Riprap	X		15 yds.
Channel Change		X	
Fill in Waterway		X	
Excavation in Waterway	X		15 yds.

CRL:jrb

RECEIVED
AUG 15 1983
ROAD DESIGN
SECTION

[illegible]
[illegible]
[illegible]
Macnab
Steinmeyer
Terpin
Trout
Wekerlig

Do Not File ☐
Return To
Bring Up / /
Action

81-125-1387

9845

STATE OF OREGON

INTEROFFICE MEMO

TO: E. L. Hardt
Metro Region Engineer

ATTN: Jon Rose

DATE: August 12, 1983

DES 23
13314B

FROM:
Kamal A. Kamadoli, P.E.
Principal Structural Design Engineer

SUBJECT:
Lousignont Creek (Timber Road) Bridge
Lousignont Creek (Timber Road) Section
Timber Road (FAS A690)
Washington County
BR 13314B

Attached are five reduced prints of Drawings 38664 and 38138 which are the preliminary plan and elevation and vicinity map for the subject structure.

Note that concrete bridge approach panels have been included in this project at the request of the county.

Please have the structure layout staked in the field as soon as possible.

Done

Our present estimate of costs for the proposed contract is:

Roadwork	$ 36,400
Structures	85,700
Engineering and Contingencies	24,400
TOTAL	$146,500

Please use these prints to obtain the approval of Washington County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project during the Summer of 1984.

CRL:jrb

Attachments

cc: H. A. Schell /w/ 2 sets plus 2 copies of Hydraulic Report
J. H. Versteeg /w/ 2 sets
Project Management /w/ 1 set
Environment (M. Banks) /w/ 1 set
Utilities /w/ 2 sets

PLAN REVIEW

File: 534- 1948

Project: LOUSIGNONT CREEK BRIDGE

Date: 8-16-83

County/~~City~~: WASHINGTON

TO: [redacted]

The attached plans are for your review and comments. Bids are to be opened Summer, 1984. Your comments are needed so that final plans may be prepared.

☒ Return plans to me with comments by Sept. 6, 1983.

☐ ____________ has asked for comments by ____________.

☐ Please contact ____________ directly with your comments.

☐ Please contact sponsoring agency ____________ for comments.

☒ Plans are being sent to the local agency to be approved and signed by the proper officials. 8-16-83 Washington County

☐ Please return the notification slip to this office.

NOTE: Bridge Section has asked the layout be staked in the field.

Jon Rose

JON ROSE
Federal Aid Specialist

NOTIFICATION SLIP

File: ____________

Project: ____________

Date: ____________

____________ was contacted by phone today regarding review plans for the subject project.

____

7945 N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: July 21, 1983

Ernie Crom

FROM: Ernie Crom
Hydraulics Specialist

SUBJECT: Lousignont Creek Bridge
Timber Road
Washington County

Versteeg
Anderson
KG cjy Adams
cy Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
JUL 21 1983

The proposed project will replace an existing 66-foot long, three-span timber structure. The new structure will be on a new alignment approximately five feet downstream from the existing structure.

HYDROLOGY

Lousignont Creek drains an area of approximately 10.6 square miles above the proposed site. Since no stream gage data is available for the creek, the North Coast Basins (Region 5) Manual was used to determine the frequency vs. discharge relationship listed below.

Recurrence Interval	Peak Discharge
100-year	2290 cfs
50-year	2000 cfs
25-year	1720 cfs
10-year	1360 cfs
5-year	1100 cfs

Mr. Rod Wanlas, Washington County Bridge Foreman, was contacted about the highwater at this crossing. He stated that the highest water was 6.2 feet below the top of upstream stringers in 1972. He stated that there have been no problems associated with highwater at this site. He also stated that there has been no debris problems at the site. The highwater is estimated to have been at elevation 186.8 feet.

HYDRAULIC DESIGN

The 25-year flood with a peak discharge of 1720 cfs was chosen as the design flood.

The proposed structure should provide a normal waterway opening of 160 square feet below the design highwater elevation of 186.8. The average velocity through the structure would be 10.6 fps. The proposed 55-foot structure provides the suggested waterway area.

Contains Recycled Materials

The replacement of the existing structure with a multiple barrel box culvert or multiple pipe-arches was investigated, but these alternates were found to create an excessive amount of backwater.

The following tabulation compares the proposed structure to the existing for the 25- and 100-year floods.

	EXISTING BRIDGE	PROPOSED BRIDGE
25-YEAR FLOOD		
Design Discharge	1720 cfs	1720 cfs
Highwater (Inc. Backwater)	186.8	186.6
Normal Area Below Design Highwater	160 sq ft*	160 sq ft
Average Velocity	10.5 fps	10.6 fps
Backwater	0.2	0.0
100-YEAR FLOOD		
Design Discharge	2290 cfs	2290 cfs
Highwater (Inc. Backwater)	188.1	187.8
Normal Area Below Design Highwater	193 sq ft*	196 sq ft
Average Velocity	11.5 fps	11.7 fps
Backwater	0.3	0.0

* Does not include projected area of piers

RIPRAP

It is suggested that the fresh fill slopes subjected to the design highwater be protected with a three-foot thick blanket of class 700 loose riprap placed with a toe trench. This protection should also have a nine-inch thick filter blanket.

EC:ge
Attachment

cc Frank Terpin w/att
Walt Hart "
Jack Davis "
Don Adams "
Ed Hardt "
Don Harwell "
Herb Schell, FHWA "

HYDRAULIC DATA

New bridge		DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR (1972)
Discharge	cfs	1720	2290		2000
	m³/s				
Frequency —yrs.		25	100		50
H.W. Elevation Natural Channel	ft.	186.6	187.8		186.8
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	10.6	11.7		11.2
	mps				
Headwater Elevation	ft.				
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Highwater includes backwater

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Lousignont Creek Bridge
Timber Road
Washington County

COMPILED BY: Ernie Crom

DATE: July 21, 1983

~~Misc~~

FAS A698

ROAD DESIGN SECTION

Des 16

Curtis H. Duval
Location Manager

July 8, 1983

Fred Eriksen
Fred Eriksen
Design Supervisor

Lousignont Creek Bridge
Timber Road
Washington County

......Vertrees ....
......Anderson............
......Adams ....
......Hannah ....
......Stoudenmeyer......
......Turpin............
......Trout ......R......
......Wakerlig ....

RECEIVED
JUL 11 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To ....
Bring Up ...../...../.....
Action..............

The new alignment proposed for the bridge replacement crosses the old bridge such that stage construction of the new bridge appears impractical. The location transmittal states the road can be closed during construction.

We have colored (red) a proposed detour route on the attached map. Please contact the County to determine if this will be the detour route and if the signing, barriers, etc. for it should be included in the contract.

FE:mg

cc: Delora Irwin

9845

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Lousignont Creek (Timber Road) Bridge
Highway: FAS A690 (Timber Road)
County: Washington
Prefix: 534-1948
Project Manager: Curt Duval

Date June 24, 1983
Ten Year Traffic Coefficient 6.0
18 kip EAL's per day 9
R Value 11
Frost Penetration -----
CBE Total Requirement 19.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
3.0"	A.C. (Class "B" or "C")	6.0"
13.0"	Aggregate Base	13.0"
16.0"		19.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Cement Treated Existing Roadway Material	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
D. E. Swan ✓

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 5
JUN 2[illegible] 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Reynoldson
FOR ______

PRELIMINARY SURFACING DESIGN
COST ANALYSIS

Project: Lousignont Creek (Timber Rd.) Bridge
Date: December 8, 1982
Highway: FAS A690 (Timber Road)
County: Washington
Length of Project: 170'±
PMS No.
Prefix: 534-1948

ADT 240
% Trucks 8
18 Kip EALs/day 9
Traffic Coefficient 6.0
Design Period Ten years - initial
Soil R Value 11
CBE Required 19.0"

Widening - New Work **Width** 28'		**Overlay/Rehab. of Existing Pavement** **Width**	
Alternate No. 1	**Thickness**		**Thickness**
A.C. (Class "B")	3.0"		
Aggregate Base	13.0"		
Cost $ 6810.00 per station			
Alternate No. 2	**Thickness**		**Thickness**
A.C. (Class "B")	4.0"		
Treated Base	6.0"		
Cost $ 5869.00 per station			
Alternate No. 3	**Thickness**		**Thickness**
Cost $			

Remarks - Surfacing Design Engineer: Traffic does not warrant the use of treated base. The project is very small, and the county indicated a preference for A.C. and aggregate base in their project request.

Recommendations: Alternate No. 1.

Surfacing Design Engineer

cc: Location
Final Design Engineer
Region Engineer
Region Geologist
←Project Manager

PAVEMENT TYPE SELECTION

SECTION: Lousignont Creek (Timber Rd.) Bridge
HIGHWAY: FAS A690 (Timber Road) **COUNTY:** Washington

PRINCIPAL FACTORS GOVERNING SELECTION

1. **Traffic Classification:** See reverse side.
2. **Soils Characteristics:** See reverse side.
3. **Climate** Frost penetration is negligible. Average annual rainfall is 43"+ (Forest Grove).
4. **Construction Considerations:** Traffic should be maintained on Timber Road. This should not be a problem if realignment and stage construction will allow use of the existing structure during construction.
5. **Recycling: Initial Project** This is a very small project located a considerable distance from a commercial source and the existing pavement is an oil mat. Recycling is not feasible here.

   Future The size of the project and the fact that the adjacent pavement is oil mat makes the probability for future recycling remote.
6. **Cost Comparisons:** See reverse side.

SECONDARY FACTORS GOVERNING SELECTION

1. **Performance of similar pavements in the area:** Good.
2. **Adjacent Existing Pavements:** Oil mat.
3. **Conservation of Materials and Energy:** Not considered.
4. **Availability of Local Materials or Contractor Capabilities:** Commercial sources are available.
5. **Traffic Safety (Finished Project):** Good.
6. **Incorporation of Experimental Features:** N/A
7. **Stimulation of Competition:** N/A
8. **Municipal Preference, Participating Local Government Preference and Recognition of Local Industry:** County prefers A.C. and crushed aggregate base.

Remarks: *County requested Alt. 1 (Aggregate Design) Job is 650 feet long. Aggregate Base seems a logical choise for this small Job. Ford Eri[illegible]*
6-14-[illegible]

Approval:

inal Design Engineer

cc: Surfacing Design Eng. after approval

9845

STATE OF OREGON **INTEROFFICE MEMO**

TO: Frank Terpin
Location Engineer

DATE: March 16, 1983

FROM: Curtis H. Duval
Location Manager

FILE NO. 534-1948

SUBJECT: Lousignont Creek Bridge
Timber Road
Washington County

Attached is the following listed data for subject project:

- 1 - Vicinity Map – Copy to final Design & Hydraulics – orig to R/W Desc (forward to Brdge)
- 1 - Roll of Streambed Cross-sections – Hydraulics
- 1 - Copy of the Vicinity Map
- 3 - Rolls of Roadbed Cross-sections
- 1 - Folder containing copies of field notes, project photographs, Location Narrative Report, Copies of Deeds, Resolution, R/W Survey, Traverse Computation Sheets, Base Designs and Various Computations.

to Hydraulics

to R/W Design

To Final Design ~~3-21-83~~

Hm to Loc 3-21-83

Rtnd to Region 3-29-83

Washington County performed the field preliminary engineering and there is a lot to be desired in the work being submitted. We have returned this project to the County several times as well as met with them to explain what was needed. We have reviewed the material submitted and feel there is enough information to develop plans and specifications. I discussed this with Lyle Watson.

The field information relates to their base line on the existing roadway. Their proposed centerline is just that, a proposal. I have discussed this with Washington County and we should look at a new alignment on which a slab bridge could be placed, if possible. The existing roadway at the bridge site can be closed during construction. This would allow the new alignment to be shifted east if necessary.

Washington County has not shown any right-of-way needs or cost estimate as they have not established a definite alignment. They do not anticipate any right-of-way problems for the project.

If additional field information is required, please contact E.J. Dunn or myself and we will have Washington County obtain same.

cc: Lyle Watson
E. J. Dunn

ON HIP 190,000 HBR

no field est.

City-Co notified 3-[illegible]

to Bridge Engr 3-[illegible]

RECEIVED
MAR 18 1983
LOCATION SECTION

NOTED
J. GRASSMAN

81-125-1387

Contains Recycled Material

LOUSIGNONT CREEK BRIDGE
TIMBER ROAD
WASHINGTON COUNTY

Location Narrative Report

PURPOSE: The purpose of this project is to replace Lousignont Bridge. This project is located north of Timber in T3N R5W, Section 16.

FUNDING: The project will be conducted as part of the Highway Bridge Replacement Program.

EXISTING STRUCTURE: The existing bridge is a timber structure. The bridge is restricted to load limits. The north approach to the Lousignont Bridge is an abrupt curve leading into a 21 foot wide by 66 foot long structure, built in 1948.

EXISTING FOUNDATION: The existing structure is supported by 12" wood pilings.

PROPOSED STRUCTURE: We are proposing a prestressed slab bridge. The bridge will be 28 feet wide by approximately 55 feet long and supported on pile bents. The new structure will reasonably match the existing structure for elevation, but will be realigned to the east of the existing bridge.

The bridge is to be precast slabs. The proposed design and alignment may need to be altered to meet the conditions for using precast slabs.

HORIZONTAL ALIGNMENT: The horizontal alignment of the creek bridge has been shifted to the east to provide a safer alignment to the north by putting the bridge and approach on a 16° curve.

VERTICAL ALIGNMENT: A profile grade of +0.132% is proposed for approximately one-half of the creek structure. The other half will meet the existing grade at Station 10+00. The structure will be preceded by a 400 foot sag vertical curve.

CHANNEL WORK: There will be no channel work other than that necessary to complete the structure work and any riprap that may be required.

STRUCTURE SKEW: The creek structure will be normal to the roadway centerline.

EROSION: There does not appear to be a problem with the erosion.

RIPRAP: We will need necessary riprap to place on the banks under the creek structure.

MATERIAL SOURCES: No material sources are being named.

DRAINAGE AREA: Refer to the following quadrangle sheets. Timber & Birkenfeld

GUARDRAIL: Guardrail will be required on all corners of both bridges. We propose 25 feet of Type 3 rail with Type C end pieces and Type I anchors. The guardrail may be stockpiled at the job site.

GAME COMMISSION: Approval will be required by the State Fish and Wildlife Department as to restriction and guidelines for working in and near the stream bed. The Fish and Wildlife Department requested that Jay Massey, District Fish Biologist, be given the opportunity to review and comment on detail project plans. He may be contacted at 17330 SE Evelyn Street, Clackamas, OR 97015 - phone number 657-2041.

PERMITS: All required permits are to be obtained by Washington County. No agencies have been contacted by this office.

DETOUR: No detour will be required. The bridge is located to the north of the existing bridge. It may be necessary to close the road at the point of tie-in into the existing road.

SIGNING: The construction signing will be the responsibility of the contractor. The County will be responsible for removing existing and installing permanent roadway signing.

RIGHT-OF-WAY: The County has 60 feet of right-of-way. Additional right-of-way will be necessary for new construction. The design will constitute the amount of right-of-way needed. Adequate right-of-way for utility relocation should be considered in the purchase of right-of-way.

UTILITIES: Portland General Electric and General Telephone have utilities within the limits of the project.

IRRIGATION FACILITIES: There are no known irrigation facilities that would affect the structure within the project.

CONTRACT LETTING: The contract letting should be timed to coincide with construction restrictions placed on the work by the Game Commission

COST ESTIMATE: All the cost estimates will be derived from the Bridge Department in Salem.

ROAD APPROACHES: There are two connections to be made to Timber Road. Lousignont Road meets Timber Road near the bridge and will need a new approach. A residence will also need a grade modification to match the new roadway.

MAIL BOXES: There are no mailboxes to be considered.

FENCES: The existing fence line will be in the new right-of-way of which approximately 300 feet needs to be removed for the project work. Fence removal is taken into consideration in removal of structure and obstructions.

SPECIAL PROVISIONS: The structure will be designed by ODOT Salem Bridge Department. In removal of existing structures, the old structures will become the property of the contractor.

Summary

	Initials	Date
Prepared By	RK	
Approved By		

4603 (84R03) — Buff
8803 (88R03) — Green

No.	Item	Code	Unit	Quant.
	Mobilization		LS	ALL
	TP & D of T		LS	ALL
	Temporary Signs		sq ft	
	Temporary Barricades		ea	
	Clear & Grubbing		LS	ALL
	Removal of Structure & obs		LS	ALL
	General Fill		cu yd	1629
	General Excavation		cu yd	131
	Finish Rd. Bed & Slopes		LS	ALL
	Water		M-Gal	
	Structure Exc & Back Fill			
	Structure Exc Below Grade			
	Aggregate Base material			
	(1) 3/4-0 Level course		Ton	276
	(2) 2"-0 Base material.		Ton	1620
	Aggregate shldr material		Ton	193
	Class B or C Asphalt		Ton	400
	Guard Rail (Type 3)		LF	100
	Guard Rail (Type 2A)		LF	100
	Anchors (Type 1)		ea	4
	End pieces (type "C")		ea	4
	Bridge Connection		ea	4
	Extra for AC Approach Conn		ea	2
	Delineators (Type 2) Approach		ea	10
	Delineators (Type 4)		ea	4
	Loose Rip Rap (Class 50)		cy	50
	toe Trench exc.		cy	30
	Eng & const 20%			
	Structure.			

LOUSIGNONT CREEK BRIDGE

Timber Road

Washington County

Supplemental Location Narrative Report

Prefix: 543-1948

Existing Structure: It is Washington County Bridge 1390. Load limits are posted as 10 tons for four-wheeled vehicles, 15 tons for dual-axle trucks, and 20 tons for semis. Some existing piling is in the area of high water and are badly scoured to perhaps seven to eight inches in diameter.

Revised Alignment and Profile: We have revised the alignment to 7° 30' curvature to obtain better visibility. There is no posted speed limit. Some vehicles travel 40 m.p.h., possibly 45 m.p.h., although the average is probably 30 m.p.h. or slightly less. We suggest superelevation for 30 m.p.h., which is 0.060' per foot. Much of the adjacent roadway has 0.060 super already.

Roadway and structure width is 28', adequate for 30 m.p.h. sight distance.

Utilities: The existing structure carries a G.T.E. (General Telephone) cable inside a 2½" O.D. conduit with the following label: Pacific PVC two-inch ASTM 512 utility duct NEMA TC-8 Type DB DB 120. The G.T.E. contact engineer is Bob Pitts in Cornelius, phone 648-6911.

West Oregon Electric Co-op INC wires span the creek on poles. Two poles will have to be relocated.

Road Closure: Duration of road closure should be minimized. Other routes from Highway 26 to Timber appear to be about eight miles long.

Control Data: The County ran the "P" line and obtained the field data. The "P" line splits the right-of-way except through the curve. Their survey closes very well, 0.08 feet in distance and 0° 00' 38" in bearing.

The resolution describing the roadway alignment has erroneous bearings in two instances. The County map showing roadway alignment is correct.

Our "L" line computations are based on assumed co-ordinates, which in turn are based on the nearby section line which had found corners.

Elevations also are assumed. A bench mark on a guy pole for P.G.E. Pole No. A 379 has an assumed elevation of 200.

Right-of-Way: Our revised plan requires two takings, one small taking on the east side, and a larger one on the west side. One driveway will require slight modification and relocation of a 12-inch culvert.

High-Water: Visual inspection revealed scour and debris near the existing bridge to an elevation of two to three-feet above the existing water level of 182.5 feet.

Surfacing: The design shown on the vicinity map came from the County. It is similar to that worked up by John Scofield.

Paul Hailey

PAUL HAILEY
Design Supervisor

OSHD

5/16/83

7245

October 13, 1981

ACC

Larry Rice
Director of Public Works
Washington County
150 N. First Avenue
Hillsboro, Oregon 97123

Dear Mr. Rice:

We have received Federal Highway Administration approval for the preliminary engineering phase of the Lousignont Creek (Timber Road) Bridge project.

As specified in our Agreement No. 7541, the financial sharing of the preliminary engineering costs is:

Total Estimated P.E. Cost	$22,400.00
Less: Free Bridge Design	4,000.00
SUBTOTAL	$18,400.00
Less: Federal Funds (80%)	14,720.00
COUNTY SHARE	$ 3,680.00

Please submit your P.E. advance deposit in the amount of $3,680.00, according to the instructions for the option of your choice listed on the attached sheet.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 968: Jon Rose, Metro
Vern Skoog - Please return completed AD # 968 when advance deposit is received.

9845 +

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A690(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10199

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/15/81

8. FEDERAL ROUTE NUMBER Secondary A690

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Lousignont Creek (Timber Rd) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility prepatory work
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

TEC $22,400 - F.F. 17,920

13. REMARKS

As requested by Mr. Swan's PEA dated 8/25/81.

(This is a 20% limitation project)

RECEIVED
STATE HWY ENGR
SEP 23'81
REFER TO [illegible]
FOR
Info | Invest | R/D | O.K. | Sign | Act | File

orig to
9-23

14. DATE 9/15/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for DIVISION ADMINISTRATOR

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9945

+

September 11, 1981

Board of County Commissioners
Washington County
150 N. First
Hillsboro, OR 97123

AGR 4

Attention: JoAnn Johansen
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 7541

Gentlemen:

Attached for your files is a fully executed copy of an agreement for replacement of the Lousignont River (Timber Road) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agreement attached)

TO: Dale E. Wilken 9515
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
/ REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.S	ROUTE NO. STATE
Co. Rd., 6 mi. N.W. of Buxton "Lousignont Cr. (Timber Rd.) Bridge Sec."	118	10199	BRS-A690(1)	A690	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' Normal

Water Development None Recreation & Historical Areas None

Washington 067

A-95 Review:

State Cl. Ho. .... Exempt___ Date Approved 8-4-81

Dist. 2 Cl. Ho. ..... Exempt___ Date Approved ________ No Reply X

Project Environmental Assessment: FHWA Concurrence Dated 6-29-81

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 1.

(2) ________

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 22,400
FF	$ 17,920
STATE	$ 800
Co.	$ 3,680

For PR-37:

Field Phase	$
PS&E Phase	$

PRO RATA 80%

REMARKS:
1) Attached is an authority for survey and sketch map.
2) This project is expected to be funded from the 20% of the FY '81 limitation withheld from obligation until after August 1.
3) Included in the bridge replacement inventory with a sufficiency rating of 13.0.

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
8-25-81	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

4745

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

21
August 20, 1981

MA PDM PDE FFM SPC
ODOT - METRO
AUG 21 1981
BM PAR PPC FILE T/A

Jon Rose
Federal Aid Specialist
Oregon Department of Transportation
5821 N.E. Glisan
Portland, OR 97213

Dear Jon:

Enclosed are the signed agreements for the Timber Road Bridge over Lousignant creek project. Our Board of Commissioners approved this by Minutes Order No. 81-452 dated August 11, 1981. Please return one signed copy.

Sincerely yours,

Randy L. Lapo
Randy L. Lapo
Bridge Engineering

RLL:hs

Enclosure

Date 8-21-81

From Metro Jon Rose

To Boz Swan

[✓ Program Mgmt.] Traffic Region 1

Comments: Here are 3 copies of the subject agreement, signed by Washington County officials and approved by the Metro Administrator. Please process.

Jon Rose

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
21 1981
REFERRED TO ________________
FOR ________________
FILE: PM FA LG.

an equal opportunity employer

9845

+

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H.S. COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Lousignont River Bridge [illegible]

DATE: 8/4/81

The State has reviewed your project and reached the following conclusions:

- ☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and proposal is endorsed as presented~~.
- ☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.
- ☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.
- ☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ATTACHMENT

cc: D.E. WILKEN
H.S. COULTER
F.E. TERPIN
J.B. BOYD
J.H. VERSTEEG
GARY POTTER
W.J. HART
AERONAUTICS DIVISION
B.L. GIFFORD
EG. (M) ENGR: R.N. BOTHMAN
EG. (1) ENGR: E.L. HARDT
IST. (2) ENGR: W.W. GEIBEL

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

8107 2 160

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

BEN GIFFORD

7-2-81

RECEIVED
STATE HWY ENGR
AUG 5 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sep	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

INTERGOVERNMENTAL RELATIONS DIVISION
JUL 21 1981

PNRS STATE REVIEW

Project #: 8107 2 160 Return Date: JUL 31 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Please see comments attached.

Agency Fish & Wildlfe By

Phone Number 229-5677

PNRS 8107-2-160

The Oregon Department of Fish and Wildlife has no objection to the Louignont River Bridge Construction Project in Washington County. However, since this river system supports coho salmon, steelhead trout and cutthroat trout, we request that the following conditions be observed during construction:

1. Work confined to the low flow period June 1 to September 1.
2. Adequate measures taken to minimize turbidity.
3. No pollutants of any type allowed to enter the waterway.
4. Soils disturbed by the project are stabilized and revegetated.
5. All project debris is removed from the stream.

Final project planning and construction should be closely coordinated with Warren Knispel, district fish biologist. Mr. Knispel can be contacted at 619 Beerman Creek Road, Seaside, Oregon 97138, telephone number 738-7066.

We appreciate the opportunity to review and comment on this project.

cc: Warren Knispel

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
JUL - 9 1981
DIVISION OF STATE LANDS

JUL 16 1981

PNRS STATE REVIEW

Project #: 8107 2 160

Return Date: JUL 31 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- (✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By E-K
Phone Number 8-3059

9845

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 2, 1981

NOTED
H.S. COULTER

In Reply Refer to
File No.

TO: Executive Department
Federal Aid Coordination Unit

Metropolian Service District
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

D E Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Lousignont River Bridge
Highway: FAS-A690
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be

BLG:bke
Attachments
cc: D.E. Wilken, FHWA
H.S. Coulter
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. M-1 Engr.: R.N. Bothman, E.L. Hardt
Dis. 2 Engr.: W.W. Geibel
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
JUL 7'81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #				Page One
02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway			
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310		
04	12] CONTACT PERSON [45 D. E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563	
01	12] PROJECT TITLE [71 Lousignont River Bridge				
11	12] PROJECT LOCATION—CITY FAS-A690	PROJECT LOCATION—COUNTY Washington	PROJECT LOCATION [79 SEC: T: R:		

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] The purpose of this project is to replace a deteriorated, timber trestle [71

07 12] bridge with a precast concrete deck structure, and to realign the bridge [71

08 12] and its approaches to provide better horizontal sight distance. [71

09 12] [71

10 12] [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	125,600	- -	- -	31,400	- -	157,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?

Yes ☒ 29 No ☐ 30 Date: (Same)

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 Aug.	43] DAY [44 3	45] YEAR [46 1981

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: (Same)

VI. If project includes state funds (12C), identify agency - - -

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category II Project of Categorical Exclusion according to the new environmental quality guidelines.

BRS-A-690(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date June 25, 1981

Section Lousignont River Bridge

City ____ Hwy. No. A 690

Highway Timber Road

Begin M.P. ____ Length 179'

County Washington

Program Estimate $157,000

Region 1

Funding Source HBR

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of the project is to replace a deteriorated, timber trestle bridge with a precast concrete deck structure, and to realign the bridge and its approaches to provide better horizontal sight distance. The existing bridge has a load limit and is restricted to one-way traffic.

C. Recommended Project Classification:

Project Class	Documentation
____ I	Draft and Final EIS
X II	Categorical Exclusion
____ III	Environmental Assessment

Other Documentation:

__ Wetlands Finding

X Cultural Resource Survey

__ Section 106 Procedures

__ Noise Study Report

__ Indirect Source Construction Permit

__ Section 4(f) Determination

Basis for Recommended Classification:

The project would replace an existing facility and would not result in a significant change to the existing environment.

D. Descriptions:

Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved/Gravel)	1 foot paved	2 feet paved
Average Daily Traffic (Volume and Year)	500	500
Alignment (New, Combined, Existing)		
Speeds (Posted and Estimated)	55/40	55

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	less than one acre
Estimated Number of Parcels	2
Residential Relocation (No.)	none
Business Relocation (No.)	none

Describe:

2. Estimated Impact on Land Use:

The new alignment would cross vacant land consisting of brush, riparian woodland, and a driveway to a residence/farm. A small fenced area for livestock may also be affected.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

The new bridge would allow for safer crossings, and provide sufficient structural strength to allow legal passage of all traffic, including heavy trucks. A detour will not be required during construction because the existing bridge will be kept in operation.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

The project would result in a minor removal of riparian vegetation and would require the placement of two sets of columns in the river. No wetlands are involved.

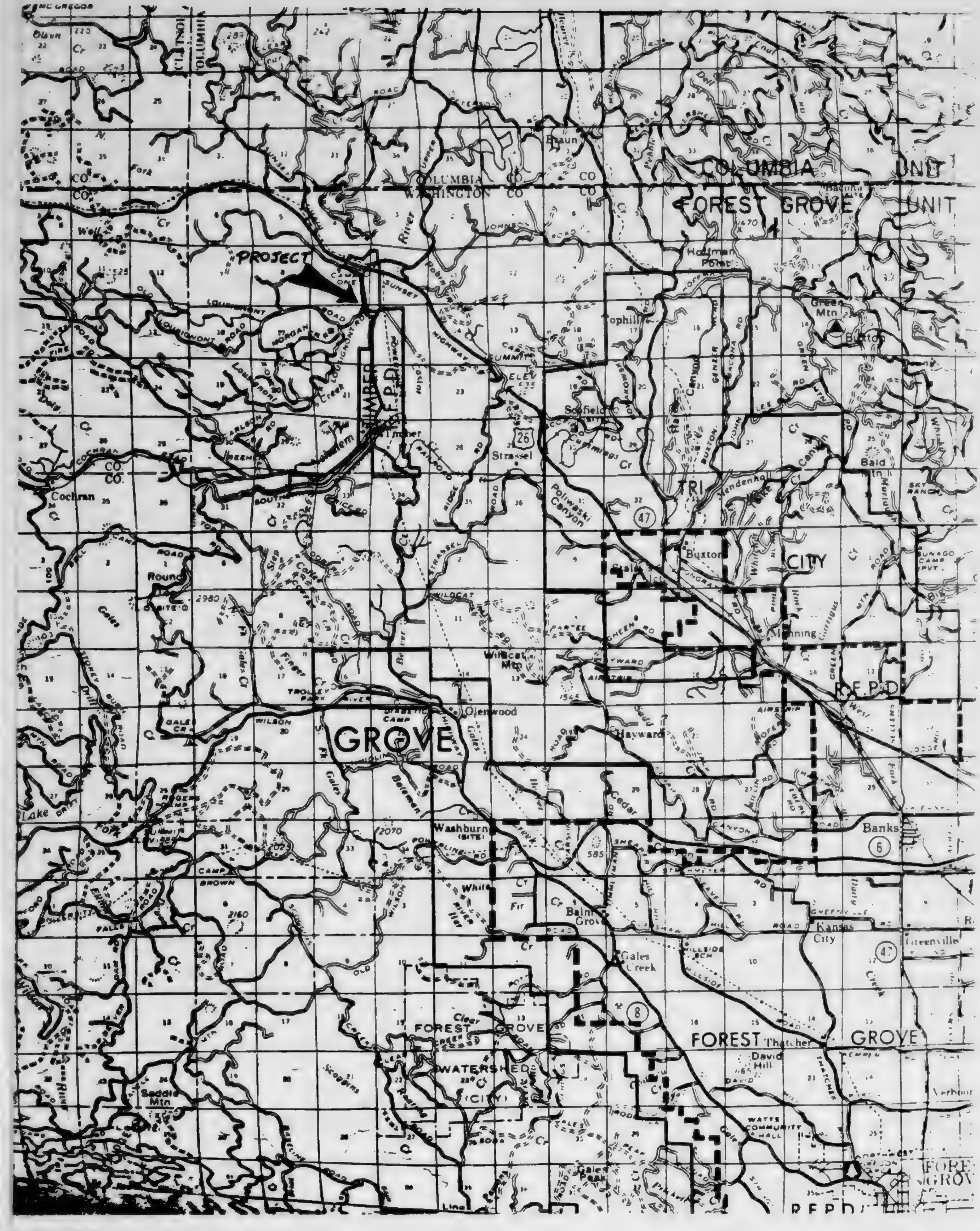
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None identified, however some undisturbed land may be involved and an archeological survey may be necessary.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: Jef Kaiser 238-7439


PROJECT
COLUMBIA UNIT
FOREST GROVE UNIT
COLUMBIA CO
WASHINGTON CO
TIMBER R.F.P.D.
TRI CITY R.F.P.D.
GROVE
FOREST GROVE
FOREST GROVE WATERSHED (CITY)
Braun
Hoffman Point
Green Mtn
Buxton
Tophill
Timber
Strassel
Cochran
Round
Polwaski Canyon
Manning
Wildcat Mtn
Glenwood
Hayward
Washburn (SITE)
Banks
Balm Grove
Gales Creek
Kansas City
Greenville
Thatcher
David Hill
Saddle Mtn
Gales Peak
Bald Mtn
26
47
6
8
R.F.P.D.

7845 (Mc 7/23 2

Form ~~E-~~ (Rev. 9-71)

(LCBC002)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

.tion Lousignont Creek ~~Bridge~~ (TIMBER Rd) Bridge — Date June 30, 1981

Highway Timber Road (FAS A690) — Authorization No. 1

County Washington #34 — Survey Prefix 534-1948 (Assigned by Salem office)

Description of termini, route, length, etc.: Section 16, T3N, R5W. Bridge site is located on Timber Road 3/4 mile southerly of M.P. 37.63 on the Sunset Hwy. No. 47.

Proposed: Replace existing timber trestle bridge with a precast concrete structure. Realign bridge and roadway for safer horizontal sight distance. Stage construction is necessary. Additional R/W will be required.

Purpose of survey: County will perform the field work and vicinity map. State to monitor, ...epare design, contract documents, advertise ...d award contract, and furnish construction engineering. State to prepare descriptions and acquire necessary R/W. Cultural resources survey required.

BRS-A690(1)
9-15-81

Estimate of cost: $162,000 (construction)
Funding: HBR On-System
Class II, Categorical Exclusion

Field Survey	(901)	1,000
Citizen Participation	(902)	
City or County	(903)	6,000
Consultant	(904)	
Final Design	(905)	3,000
Bridge Design	(927) ~~(906)~~	4,000
Preliminary Design	(907)	
R/W Description	(909)	500
Soils & Geology	(910)	500
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	300
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	1,200
Engineering Graphics	(919)	
Project Management	(920)	100
Specifications	(921)	1,800
Administrative Services	(922)	100
Environmental	(923)	400
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	3,500
Seminars & Training	(950)	
Hearings	(980)	
Personal Leave Time	(960)	

Approved by Comm 1-27-81 $150,000 BRS

7-21-81 L

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JUL 23 1981
LOCATION SECTION

Total estimated cost of survey 22,400 $ ~~21,200~~
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

Requests made by:
~~Field Engineer~~
...RTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
~~Regional Engineer~~
D.R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
E S Hunter
Assistant State Highway Engineer

$ 22400
4000 Fee Br Eng
18400
20% (18400) = $ 3680

SP*23804-734

9845

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE June 30, 1981

PREFIX

1 - IDENTIFICATION

PROJECT NAME Lousignont Creek Bridge

HIGHWAY NAME Timber Road (FAS A690)

HIGHWAY NUMBER N/A

REGION 1

ADMINISTRATIVE DISTRICT 2A

COUNTY Washington

CITY

LENGTH 170 ft.

MILEPOST NUMBER TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT Washington County

TYPE OF FUNDS ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR On-System

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace the existing timber trestle bridge with a precast concrete structure. This project should be stage constructed to maintain traffic on Timber Road. Removal of the existing structure will be included in the contract.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1981 - 500

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 55

DESIGN STANDARDS AASHTO

TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES

	EXISTI NUMBER AND WIDTH	F POSED NUMBER AND WIDTH
TRAVEL LANES	Two 11'	Two 12'
SHOULDERS	1' each side	2' each side
MEDIANS	None	
PARKING LANES	None	
SIDEWALKS	None	
BIKEWAYS	None	
INTERCHANGES	None	
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____________	☐	☒	☐
Stream Lousignont Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition (2 parcels)	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☐	☐
Railroad Crossing	☐	☐	☐
At Grade	☐	☐	☐
Separated	☐	☐	☐
Railroad Encroachment	☐	☐	☐
Permits	☐	☐	☐
Conditional Use	☐	☐	☐
Flood Plain	☐	☐	☐
Irrigation District	☐	☐	☐
Water District	☐	☐	☐
Drainage District	☐	☐	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☐	☐
DEQ NPS Water Pollution	☐	☐	☐
Building	☐	☐	☐
Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study (already completed)	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ______________________________

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒ Vicinity Map	☒ Design	☐
RIGHT–OF–WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2.0)	2.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE	____________ (Region)	____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	21,200	
RIGHT OF WAY	2,000	
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES	110,000	
RAILROAD		
ROADWAY	44,000	
OTHER Remove existing bridge	8,000	
ENGINEERING & CONTINGENCIES ..(included above)......		
PROJECT TOTAL	185,200	

SUBMITTED BY ______________________________

1245

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 30, 1981

TO: D.H. MOEHRING Attention: D.E. SWAN File No: 10034
Assistant State Highway Engineer

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: Lousignont Creek Bridge
Bridge Replacement
Timber Road
Washington County

Hdw by: 7-7-81
COMMISSION APPROVED 1-27-81

Here is our programming packet for the subject project. Included are a Project Request, Project Classification, Authority for Survey, Location Prospectus, agreement information sheet, recon estimate, and photos of the project location.

This is an On-System Highway Bridge Replacement project sponsored by Washington County. This is in the approved HBR program for FY 1982.

Inclusion of this project in the MSD TIP is not required.

The Metro Environmental Unit has categorized this as a Class II, Categorical Exclusion. Waterway involvement is with Lousignont Creek.

Please request FHWA approval and obligation of $21,200 at this time for preliminary engineering.

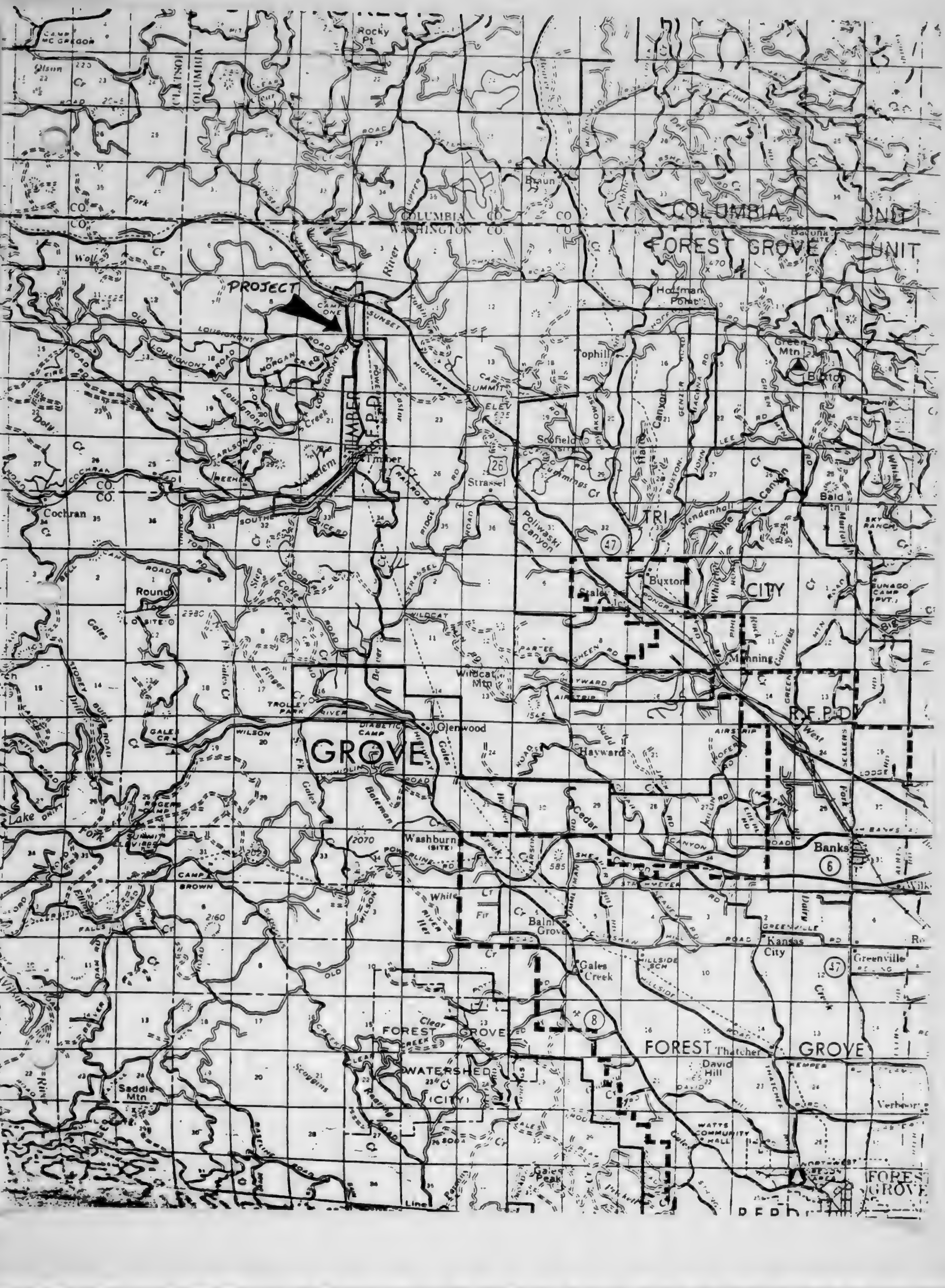
TAS:ECM:hw

cc: F.E. Terpin
Metro Project Development Units
R.C. Brooks

Attachments

cc: Terpin
Gifford

D. E. Swan - Please Program & Update PMS.
E. S. Hunter
D. H. Moehring
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
R. Trygstad
Lyle Watson
J. Sullivan
F. W. Yarbrough
J. Grassman
F. Lowe
Metro:
Ted Spence


PROJECT
Camp One
Sunset Highway
Summit
Timber
Strassel
26
47
8
6
COLUMBIA UNIT
FOREST GROVE UNIT
COLUMBIA CO.
WASHINGTON CO.
Braun
Hoffman Point
Tophill
Green Mtn
Buxton
Scofield
Bald Mtn
Sky Ranch
Sunago Camp (Pvt.)
TRI-CITY R.F.P.D.
Manning
Cochran
Round Top
Gales Cr
Wildcat Mtn
Glenwood
Diabetic Camp
GROVE
Hayward
Washburn (Site)
Banks
Balm Grove
Gales Creek
Kansas City
Greenville
FOREST GROVE
Thatcher
David Hill
FOREST GROVE WATERSHED (CITY)
Saddle Mtn
Gales Peak
Watts Community Hall
Verboort
Wilson River
Camp Brown
Trolley Park
Rocky Pt
Camp McGregor
Lake
Poliwaski Canyon
Mendenhall
Timber R.F.P.D.
Louisignont Road
Morgan Rd
Carlson Rd
Cedar Canyon
Clear Creek
Scoggins
R.F.P.D.
FOREST GROVE

9945

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRS-A-690(-)
Lousignont River Bridge
Timber Road, Washington County

Date: June 29, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

NOTED
E. S. HUNTEF

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

I concur in the classification of this project as a categorical exclusion. The extent of Federal participation in approach road realignment (HBR funds) will be determined upon review of preliminary design.

[illegible]
J. [illegible]CH
Program Development
Engineer

Dale E. Wilken

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg I, Env)
OSHD (W J Hart, Br)

RECEIVED
TECHNICAL SERVICES
JUN 30 '81
REFER TO
FOR

Info	Inves	R/D	[illegible]	[illegible]	Act	File

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date June 10, 1981

ction Lousignont Creek Bridge

City ______ Hwy. No. A690

Highway Timber Road

Begin M.P. ______ Length 179'

County Washington

Program Estimate 157,000

Region 1

Funding Source HBR

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of the project is to replace a deteriorated, timber, tressle bridge with a precast concrete deck structure, and to realign the bridge and its approaches to provide better horizontal sight distance. The existing bridge has a load limit and is restricted to one-way traffic.

C. Recommended Project Classification:

Project Class	Documentation
___ I	Draft and Final EIS
X II	Categorical Exclusion
___ III	Environmental Assessment

Other Documentation:

__ Wetlands Finding

X Cultural Resource Survey

__ Section 106 Procedures

__ Noise Study Report

__ Indirect Source Construction Permit

__ Section 4(f) Determination

Basis for Recommended Classification:
The project would replace an existing facility and would not result in a significant change to the existing environment.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	1 foot paved	2 feet paved
Average Daily Traffic (Volume and Year)	500	500
Alignment (New, Combined, Existing)		
Speeds (Posted and Estimated)	55/40	55

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	less than one acre
Estimated Number of Parcels	2
Residential Relocation (No.)	None
Business Relocation (No.)	None

Describe:

2. Estimated Impact on Land Use:

The new alignment would cross through vacant land consisting of brush, riparian woodland, and a driveway to a residence/farm. A small fenced area for livestock may also be affected.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:
If a new structure were not constructed, traffic would have to bypass via Strassel Road which is a 17 mile detour. Timber Road is the only direct access to Sunset Highway from the town of Timber. The project would eliminate the need for a detour and provide a safer alignment for the crossing of Lousignant River.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

The project would result in a minor removal of riparian vegetation and would require the placement of two sets of columns in the river. No wetlands are involved.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None identified, however some undisturbed land may be involved and an archeological survey may be necessary.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: Jef Kaiser - 238-7439

Project Lousignont Cre. Bridge

Agency Timber Road (FAS A690) **Date** June 30, 1981

Type of Project Bridge Replacement

Funds SOS FAIX FAUS FASC Title II [✓ HBR]

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	☐	☒ Bridge Design	☒ Vicinity Map	☐
Monitor PE	☐	☒	☐	☐
Field Survey	☐	☐	☒	☐
Prepare Environmental Statements	☒	☐	☐	☐
Review & Process Envir. Statements	☒	☐	☐	☐
Public Hearings	☒	☐	☐	☐
Citizen Involvement	☐	☐	☒	☐
Action Plan Requirements	☐	☐	☒	☐
Preliminary Design Plans & Specs.	☐	☒	☐	☐
Prepare for Contract Bids	☐	☒	☐	☐
Advertise, Let and Award	☐	☒	☐	☐
Major Construction Engineering	☐	☒	☐	☐
Lab Testing, Final Checking	☐	☒	☐	☐
Utility Responsibility	☐	☐	☒	☐
Maintenance After Completion	☐	☐	☒	☐
Signal Maintenance	☒	☐	☐	☐
Power Consumption	☒	☐	☐	☐
Local Match	☐	☐	☒	☐
Provide for Right-of-way Agreement		[✓ Yes]	No	

Construction by Contract ☒ State Forces ☐ Local Forces ☐

Advance Deposit Required PE ☒ Construction ☐ N/A ☐

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

781

FEDERAL AID PROJECT REQUEST

Date May 11, 1981

Applicant Agency Washington County

Request for: Off-System____, FAS-C____, FAUS____ Project HBR On-System X

Federal Aid Route No. A 690 **Route Name** Timber Road

Project Name Louisignant River (Timber Rd.) Bridge Section

Project Length 170' Project Location (Attach sketch map)

Project Description Replace an existing timber trestle bridge with a new precast concrete deck bridge.

Average Daily Traffic 500 Design Speed 55 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width 24' Travel Lanes 2 - 11' Shoulders 1'

Medians NO Parking NO

Sidewalks NO

Remarks

2. **Desired Roadway Cross Section:** (Attach sketch)

Width 28' Travel Lanes 2-12' Shoulders 2'

Medians NO Parking NO

Curbed NO Length Curb Radii

Sidewalk/Bikeway NO

Remarks

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

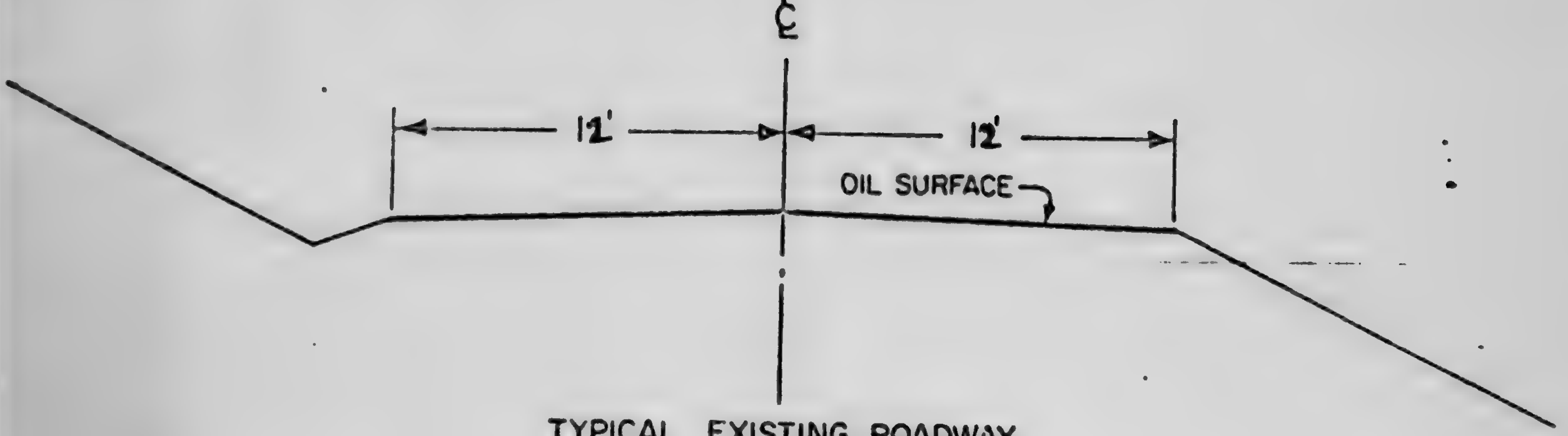
General Width 60 Minimum 60 Maximum 60

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes X No____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No____
Remarks C.R. 1009 3N5 Section 16

III. TRAFFIC CONTROL DATA

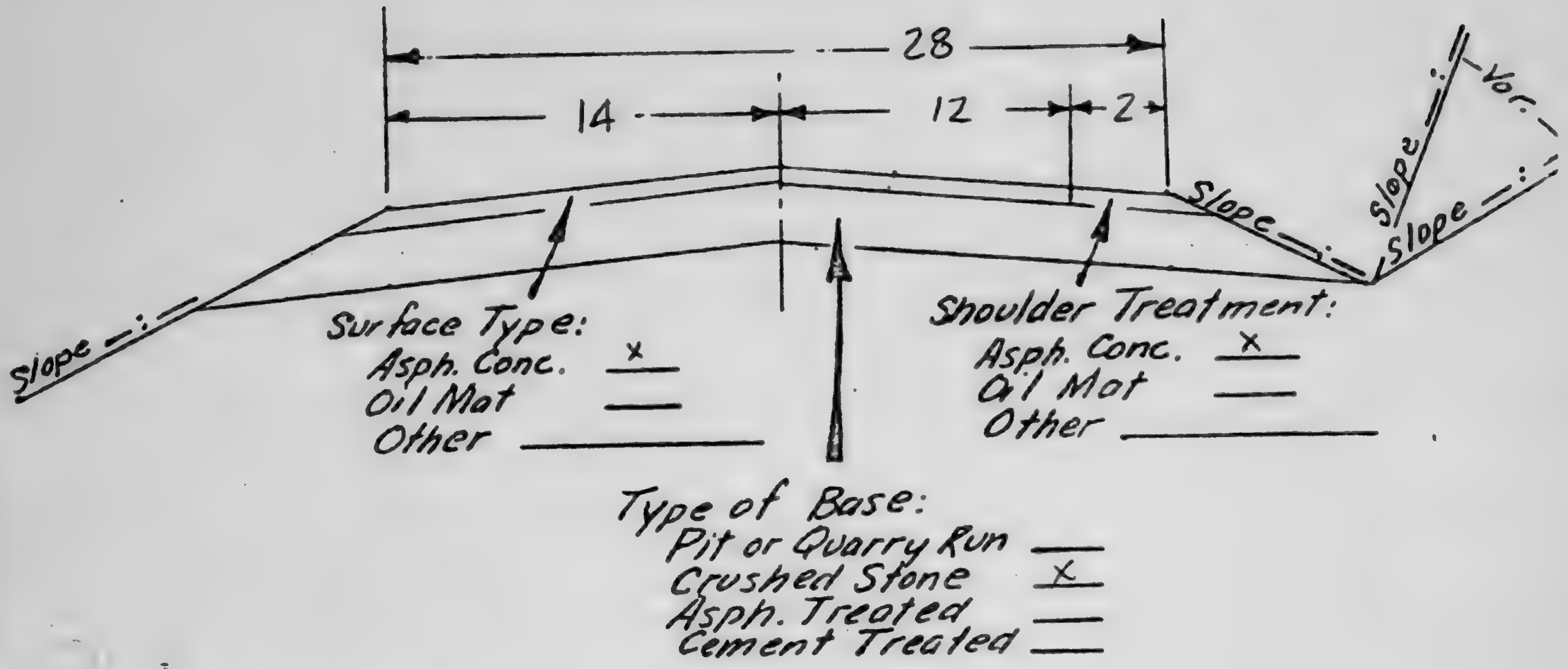
1. **Existing Signalization and Location:** N/A


℄
12'
12'
OIL SURFACE

TYPICAL EXISTING ROADWAY

TYPICAL SECTION

ROADWAY

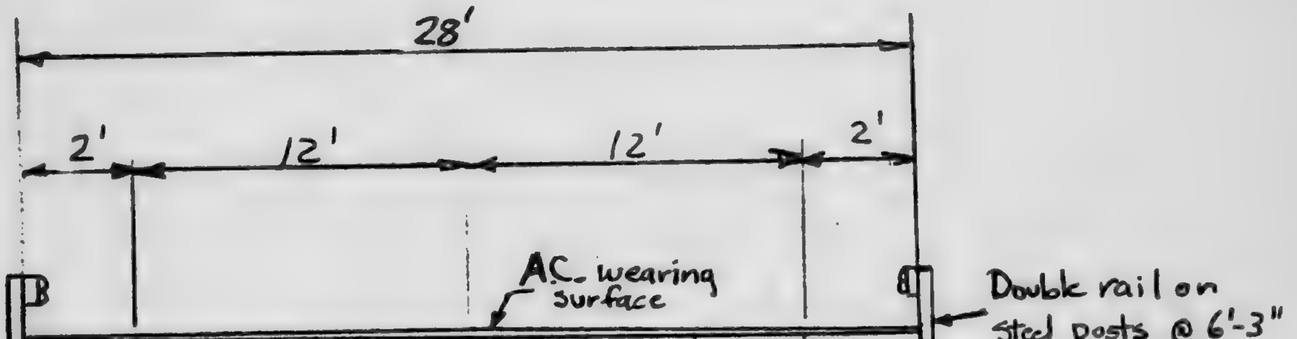

28
14
12
2
Slope
Slope
Slope
Slope
Var.

Surface Type:
Asph. Conc. x
Oil Mat ____
Other ____

Shoulder Treatment:
Asph. Conc. x
Oil Mat ____
Other ____

Type of Base:
Pit or Quarry Run ____
Crushed Stone x
Asph. Treated ____
Cement Treated ____

BRIDGE


28'
2'
12'
12'
2'
AC. wearing surface
Double rail on steel posts @ 6'-3"

2. **Proposed Signalization:** N/A

Location

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? By Applicant

4. **Permanent Striping:**

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA N/A

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location 0.7 mile South of Sunset Hwy. over the Lou~~i~~signant River

Type 3 span timble tressle BR. No. 13314

Approach Roadway Width 22" Shoulder Width 1'

Length 66' Width 22'

To remain in place? No

2. **Proposed Structure:**

Location Same. Possible slight realignment to provide safer horizontal sight distance.

Approximate Size: Length 70' Width 28'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement Larry Rice, Director of Public Works, Washington County
Office
2. Environmental SAME
Office
3. Public Hearing SAME
Office

Remarks

I. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X (Vicinity Map) State X (Bridge Design) Consultant

2. Project construction engineering to be performed by:

Applicant ________ State X Consultant ________

3. Will applicant perform any work prior to or after award of contract?
Yes ________ No X
If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

	Washington Co. Estimate	Metro Branch Estimate
Roadway Work	$ 20,000	44,000.
Right-of-way costs (if participating)	2,000	2,000.
Traffic control	- - -	
Illumination	- - -	
Structures	115,000	110,000.
Railroad	- - -	
Other Remove Existing Bridge	- - -	8,000.
Preliminary engineering	20,000	21,200.
PROJECT TOTAL	$ 157,000	185,200.

Remarks

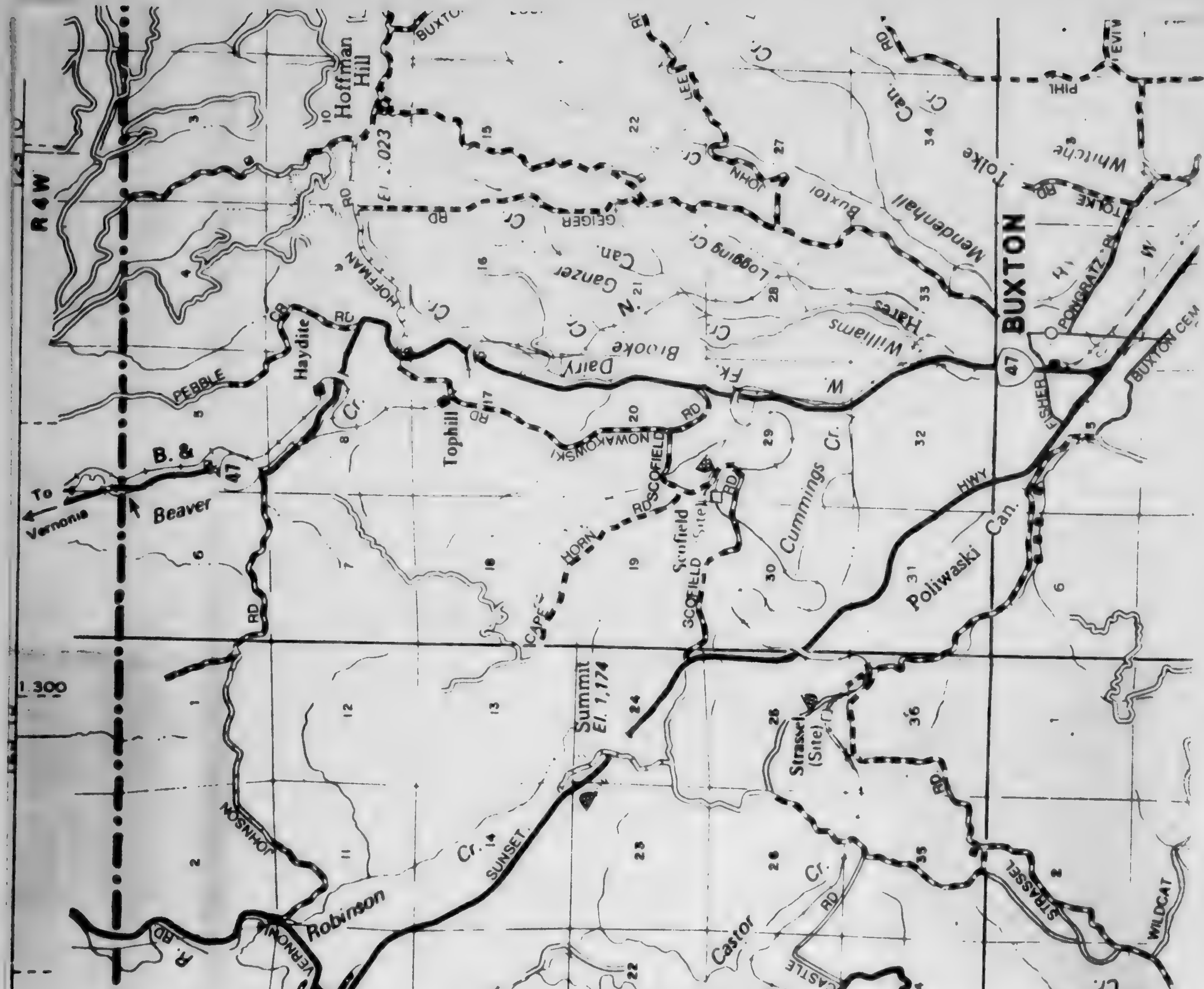
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Washington COUNTY

By ________ By Larry Rice, Director
Department of Public Works

By ________ By Larry Rice

By ________


COLUMBIA
R5W
R4W
P.
To Vernonia
Beaver
B. &
47
Haydite
PEBBLE
Cr.
RD
Hoffman Hill
El. 1,023
HOFFMAN
GEIGER
RD
Cr.
JOHN
LEE
Buxton
Mendenhall
Tolke
TOLKE
RD
Whitche
PIHL
Can.
Cr.
BUXTON
PONGRATZ
BUXTON CEM
FISHER
Ganzer Can.
Logging Cr.
N.
Brooke
Dairy Cr.
Williams
Hares
Cr.
W. Fk.
Tophill
NOWAKOWSKI
SCOFIELD
RD
Scofield (Site)
CAPE HORN
Cummings Cr.
Poliwaski Can.
HWY
Summit El. 1,174
SUNSET
Cr.
Robinson
VERNONIA
R. RD
JOHNSON
RD
1,300
Strassel (Site)
STRASSEL
WILDCAT
Cr.
Castor Cr.
CASTLE RD
River
Nehalem
TIMBER RD
Project Location
Creek
North Fork
Timber
Westimber
Coffee
Step Cr.
GRADE RD
SUNSET
26
Cr.
Wolf
SUNSET HIGHWAY FOREST WAYSIDE
LOUSIGNONT
Lousignont
CARSON CR
RD
Nehalem
ROUND TOP RD
El. 2,980
L.O.
burg (Site)
N
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36

LOUSIGNONT CREEK BRIDGE

Timber Road

Camera facing north

Camera facing south

Date 6-18-8 Page ____ of ____

Section LOUISIGNANT CREEK (TIMBER RD) BR

Highway COUNTY (WASH.) Prefix —

Calculated by ELP

Replace Br. Stage Const 4" AC-13" AB.

G.W.P. 100' each side of Br. 28'W (use full width for cost if Detour) (Port. 50 miles)

ITEM	Unit	Quantity	Unit Price	Total Price
Mobilization (8%)	All	All	Lump Sum	2,000
T.P. & D.T. (4%)	"	"	"	1,000
Clearing & Grubbing	"	"	"	500
Removal of Structures & Obstructions	"	"	"	200
General Excavation	C.Y.	600	7.00	4,200
Finishing Roadbed & Slopes	All	All	Lump Sum	500
Aggregate Base	Ton	500	12	6,000
Asphaltic Conc. ~~Mixture~~	Ton	140	46	6,440
~~Asph. Cement in Mix~~	"			
~~Concrete Walks~~ AC - Driveways	~~C.Y.~~ All		Lump Sum	100
~~" Curbs - Type C~~	L.F.			
Drainage (Guess)	All	All	Lump Sum	500
Adjust	—			—
Rip Rap	C.Y.	50	20	1,000
Guard Rail (Include Anchors & Ends)				7,000 26,440
SUB TOTAL				29,440
+ 50% Engr & Contg.				
ROADWAY TOTAL				$ 44,000
Structure 28' x 70 = 1960 ☐'				110,000
R/W & ~~Easement~~ 2 Parcels - 1 Ac - ±				2,000
Other Remove Br. (22' x 66) 1660 Timber				8,000
PE ~~GRAND TOTAL~~				21,000
PROJECT TOTAL				$ 185,000

Gen. Exc.

$200 \times \frac{2}{27} \times 36 = 533 \times 1.1 = 600$

Agg. B.

$200 \times \frac{\overset{(8)}{1.08}}{27} \times 32 \times 1.9 = 500$ Tm

AC

$200 \times 28 \times 4 \times .00621 \quad 139$

LOUISIGNANT RIVER BR
TIMBER RD. - WASH. CO.
Replace Br

Stage Const

Wash. Co. Proposal

Br. 28' × 70' (1960) Precast Conc.	$ 115,000 (59/sq.ft incl exc)
Roadway work	20,000
R/W	2,000
PE	20,000
Prj Total	$ 157,000 -

ODOT

Br 1900□'	Br unit	$ 110,000
Roadway etc		
See Est. Sheet	Proj. Total	$ 185,000

(401 Monitor) 58 mile from Metro

2 Field Trips - 1.5 Days
Office work Review 3
4.5 @ $ 158 = 700
Misc @ 1.1 = $ 800

(County 403
Field 12 days @ 375 4500
Office 11 " @ 112 1200
5700)

* Br UNIT

1984 E. Main St.-E. City limits 9846
Sec. Cornell Rd. Hillsboro
(Grad, pav, sign, sig. & lndscp.) #2

Oregon

DEPARTMENT OF
TRANSPORTATION

HIGHWAY DIVISION
Office of Operations

FILE CODE: C09846 ~~C10946~~

RECEIVED
STATE HWY ENGR
JAN 24 '92
ASSIGNED TO
FOR

JP

DATE: January 23, 1992

TO: Robert G. Clour, Division Administrator
Federal Highway Administration

Wayne F Cobine

FROM: Wayne F. Cobine, P.E., P.L.S.
Manager, Office of Operations

SUBJECT: Claim Settlement Transmittal
East Main St. - E.C.L. (Hillsboro)
Contract No. 9846
F.A. Project No. IX-9022(9)
Washington Co. Circuit Court No. 87-0377C

Enclosed is a copy of Price Agreement No. 41 in the amount of $170,000 for settlement of all claims and dismissal of legal action on the subject project.

The contractor filed a $807,285 lawsuit claiming additional costs associated with delays due to a stop work order and redesign of the Dawson Creek area, utility delays and subgrade problems. The project was designed by the City of Hillsboro.

After lengthy trial preparation, the State negotiated a settlement for $120,000 plus $50,000 interest due per ORS 279.435. A closing report by the State's attorney is attached for purposes of settlement reasoning. The dismissal order is also attached.

Former area engineer, Bill Kappus, is familiar with the circumstances involving claims on this project and may be of assistance in your review. A partial settlement Price Agreement No. 40, for approximately $40,000, was approved for federal participation on June 9, 1989.

We conclude that it is in the public's best interest to have settled this dispute for $170,000 and request retroactive federal participation (to 2-22-90) in the amount as specified in the latest project agreement.

Please contact Steve Littrell of this office if you need additional information.

SJL:dp
clour.sjl

c: w/enc.
Bill Anhorn
Don Adams
Art Louie

Dennis Carlson
Cam Gilmour

2950 State Street
Salem, OR 97310
(503) 378-6528
FAX (503) 373-7395

734-2255 (4-91)

011

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) East Main St.-E.C.L. (Hillsboro)		CONTRACT NO. C09846
HIGHWAY Cornell Road	COUNTY Washington	
CONTRACTOR'S NAME AND ADDRESS Baker Rock Crushing Co. 21880 SW Farmington Road Beaverton, OR 97007		F. A. PROJECT NO. IX-9022(9) PRICE AGREEMENT NO. 41

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

This agreement settles all claims for additional compensation by the contractor and the subcontractors on this project. This final claim settlement includes all requests for additional compensation, additional time, and any interest monies due.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
4041A	Final Claim Settlement	ALL	L.S.	$120,532.00	$120,532.00
4041B	Interest	ALL	L.S.	$ 49,468.00	49,468.00

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 170,000.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

This lump sum settlement includes interest as provided for in ORS 279.575, and is in accordance with the dismissal order filed in Washington County Circuit Court Case No. 87-0377C.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: William 3/7/90
CONTRACTOR DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED ~~BY~~ PROJECT MANAGER DATE
for S Littrell 2-6-90
by Steve Littrell

APPROVAL RECOMMENDED ~~OR APPROVED~~ DATE
BY REGION

~~NOTED OR~~ APPROVED DATE
BY CONSTRUCTION
Kenneth P. 2-22-90

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

C09846

CLOSING REPORT

DATE: May 14, 1990

TO: John R. McCulloch, Jr.
Chief Trial Counsel

FROM: William F. Cloran
Assistant Attorney General

RECEIVED
MAY 15 1990
OPERATIONS
CAE ___ OSE ___ CSS ___ PC ___ CCC — RTN LC ___ SPC ___
CA ___ CP ___ FE ___ TR ___ CC ___ ACR ___ OAS ___

SUBJECT: Case Name: Baker Rock Crushing v. State, et al.
Court No.: Washington Co. Circuit Ct. No. 87-0377C
DOJ File No.: 734-980-L-9054

I. BACKGROUND OF LITIGATION

On or about July 6, 1984, the State of Oregon entered into a contract to reconstruct Cornell Road from East Main Street to East City limits in the City of Hillsboro. OSHD Contract No. 9846. The job involved reconstructing the existing roadway to widen it from two lanes to four, and to provide an urban level of pertinent improvements (curbs, sidewalks, meter boxes, landscaping, etc.). The job was located in an urban area of Washington County. The design was undertaken by the City of Hillsboro.

Difficulties which led to litigation stemmed from several factors not the least of which was the claim's behavior of the prime contractor and the two principal subcontractors involved. Baker Rock, the prime contractor, its earthwork subcontractor Dirt and Aggregate, Inc. and the curb and sidewalk subcontractor Walt's Concrete all have reputations for aggressively pursuing claims of both real and questionable merit on public work jobs. This coupled with the fact that the job was located in an urban area, and was designed by the City with little or no subsurface exploration made for a situation that was likely to spawn litigation. It did. Early in the job, the contractor approached the State's Project Manager Mr. Walt Bartel and suggested a realignment of the roadway in the Dawson Creek area to raise the level of the roadway and to eliminate a difficult S-curve. After consultation with the City, the State agreed that the proposal made sense and that it ought to be undertaken. Rather than cancelling and redesigning the job and subsequently re-advertising it, the State issued a stop work order for the area in question and proceeded with the remainder of the job. The State's Project Manager failed to get written agreement that this delay and the redesign effort with its resulting changes in construction would be at no cost to the State (he did try, he just couldn't get the contractor to agree in writing). The prime contractor and subcontractor were not in agreement on the effects of the Dawson Creek change. The subcontractor claiming to have lost the sale of spoil from the area because it had been delayed from the stop

cc: Don Adams

work order. They claimed an amount of over $358,000 in connection with phasing changes resulting from alterations at Dawson Creek.

The remaining principal areas of claim had to do with the presence of undisclosed utilities, or utilities not adjusted to grade. And encounters with subgrade that resisted compaction. A claim in excess of $800,000 plus interest was filed in Washington County Circuit Court on April 21, 1987.

II. COURSE OF LITIGATION

With interest the total amount claimed in this case approached 1.7 million dollars. The State agreed that substantial sums were due the contractor on a number of sub-issues, and that the Dawson Creek redesign had delayed the job. Early on it was the strategy of the State and the City of Hillsboro to settle their differences amongst themselves and to prevent the contractor from playing them off against one another. To that end, the State supported and supplied affidavits to a motion to dismiss taking the City of Hillsboro out of the case on privity grounds. That motion was granted in the summer of 1989. The City while being removed from the case actively assisted the State with the litigation, including devoting a paralegal to the deposition cycle and discovery. This relationship between the State and the City proved to be mutually beneficial.

Trial of the case was set for February 13, 1990. Case preparation involved depositions of approximately 25 persons taken over 60 days in 1988 and 1989, and involved the indexing compellation, study and preparation of more than 60,000 documents and 400 deposition exhibits. The case was won late in the deposition cycle in the depositions of the plaintiff's principal officers and the officers of subcontractor Dirt and Aggregate Interchange, Inc. And consisted primarily of an attack on the computation of the damages portion of the claims. It became plain that substantial portions of the computations were fictitious, that certain supporting data provided by employees other than the principals was fraudulent and that the case simply would not hang together at the time of trial. As a result in early December of 1989, plaintiff approached defendant with a suggestion that settlement be considered, and that plaintiff would be willing to settle all of its claims for the sum of $350,000. Defendant responded countering the sum of $90,000. (An offer of $80,000 having been made 4 years earlier). Negotiations continued over the course of a week with the positions of the parties gradually coming closer together. An agreement was finally reached to settle the case for the sum of $170,000 including interest. This in effect was in acceptance of the initial settlement sum proposed by the State with interest added. Settling the case avoided the trial, a duration of which was anticipated at approximately 8 weeks.

III. RESOLUTION OF DISPUTE AND SETTLEMENT

See above

IV. LESSONS LEARNED

The principal lesson to be learned from this encounter is that major change orders and stop work orders issued during the progress of a job are likely to be expensive and should be avoided if at all possible. Stop work orders should be terminated by written communication and should seldom be allowed a duration of more than two or three weeks. The presence of a claim conscious contractor should result in a claims conscious contract administration. The project manager in this instance conducted such an administration without which the favorable results achieved would not have been possible.

Results achieved in this case could not have been achieved without the capable efforts in support of litigation of the following OSHD employees: Mr. Bob Stevens, Mr. Jerry Aasen and Ms. Cheryl Baker. These people put in long hours of thoroughly professional service to assist and ordering documents, exploring technical problems and preparing witnesses for deposition. Others worthy of note include the former OSHD employee Mr. Al Harwood, Mr. Wayne Cobine and Mr. Walt Bartel.

WC/pjv
3374T

cc: James E. Mountain, Jr.
Kendall Barnes
Bruce Klassen
David Gilmour
Don Forbes
Ken Husby
Steve Littrell
Dale Hormann

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF WASHINGTON

BAKER ROCK CRUSHING CO., an Oregon corporation,

Plaintiff,

v.

STATE OF OREGON,

Defendants.

No. 87-0377C

STIPULATED ORDER OF DISMISSAL WITH PREJUDICE AND WITHOUT COST TO EITHER PARTY

Plaintiff, through its counsel, Joseph A. Yazbeck, Jr. and Defendant, through its counsel, stipulate that this action should be dismissed with prejudice and without cost to either party based upon a settlement arrived at between the parties.

DATED this 7 day of March, 1990.

ALLEN, KILMER, SCHRADER,
YAZBECK & CHENOWETH, P.C.

Joseph A. Yazbeck, Jr.
Of Attorneys for Plaintiff

DAVE FROHNMAYER
Attorney General

William F. Cloran
WILLIAM F. CLORAN #72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendants
450 Justice Building
Salem, OR 97310
Telephone: (503) 378-6313

It Is So Ordered:

Dated this ____________ day of March, 1990

____
Circuit Court Judge

Average completion time for this form is c hour. If you wish to comment on the accuracy o. his burden, please direct your comments to OMB and FHWA at the following addresses

Office of Management and Budget
Paperwork Reduction Project 2125-0529
Washington, D.C. 20503

or

Federal Highway Administration
Office of Engineering, HNG-12
400 7th Street, S.W.
Washington, D.C. 20590

TO BE COMPLETED BY FHWA	US Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER 5-129 & 134	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County WASHINGTON
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 8		Project Number IX-9022(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 13, 1984 is hereby modified as follows:

	Former Amount	*Revised Amount*
Estimated total cost of project	$3,428,617.00	$3,429,050.00
Federal funds	$ 0.00	$ 258,367.00 (W36)
	262,061.00	262,061.00 (177)
Other revisions	2,652,622.00	2,403,410.00 (580)

This modification is made for the following reasons: TO ADD APPN CODE "W36", DEOBLIGATE APPN CODE 580, AND OBLIGATE APPN CODE W36

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of April, 1991

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald C.

for MANAGER, PROGRAM SECTION
(Title)

~~By~~ FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: ROBERT G. CLOUR

Form PR-2A (Rev. 7/83)

PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON April 5, 1991

FEDERAL-AID PROJECT NO. IX-9022(9)

E. Main Street-ECL (Hillsboro) Section
City Street
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code: I000	
Roadway (Station 0+00 to Station 128+61.75)	
Subtotal as on previous estimate of 10-4-88	$ 2,640,621.01
Lump Sum increase	293,200.00
	$ 2,933,821.01
Type Code Y031	
Traffic Signals (4 locations)	
Subtotal as on previous estimate of 10-4-88	$ 169,461.00
Retain in Reserve	
Subtotal as on previous estimate of 10-4-88	$ 46,642.00
Type Code CENG	
Construction Engineering	
Subtotal as on previous estimate of 10-4-88	$ 279,125.99
Nonparticipating Work	
Total as on previous estimate of 10-4-88	$ 6,650.00
Total Project Cost	$ 3,435,700.00
Length of Roadway ------- 2.44 miles	
Cost of Roadway per mile	$ 1,404,726.42

SUMMARY OF FUNDS

APPN	PRORATA	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
W36	88.12%	$ 293,200.00	$ 258,367.00	$ 17,416.50	$ 17,416.50
177	85%	$ 308,308.00	$ 262,061.00	$ 0.00	$ 46,247.00
580	85%	$ 2,827,542.00	$ 2,403,410.00	$ 0.00	$ 424,132.00
NonPart	0	$ 6,650.00	$ 0.00	$ 0.00	$ 6,650.00
TOTAL		$ 3,435,700.00	$ 2,923,838.00	$ 17,416.50	$ 494,445.50

Contract No. 9,846
E.A. No. C09846

DDB080.ff

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-129	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER	1-15-91	County WASHINGTON
MODIFICATION NUMBER 7		Project Number IX-9022(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 13, 1984, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 3,142,501	$ 3,428,617	
Federal funds	$ 262,061	$ 262,061	(177)
Other revisions	2,403,410	2,652,622	(580)

This modification is made for the following reasons: TO INCLUDE INCREASE IN CONSTRUCTION AND CONSTRUCTION ENGINEERING COSTS.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of January, 1991.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald C. Aman

for MANAGER, PROGRAM SECTION
(Title)

~~XX~~ For: DONALD E. FORBES

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Alan P. Steger
Acting Division Administrator

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 8, 1991

FEDERAL-AID PROJECT NO. IX-9022(9)

E. Main Street-ECL (Hillsboro) Section
Cornell Road
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code: I000 Roadway (Station 0+00 to Station 128+61.75)	
Subtotal as on previous estimate of 10-04-88	$ 2,640,621.01
Lump sum increase	260,165.00
Total	$ 2,900,786.01
Type Code Y031 Traffic Signals (4 signals)	
Subtotal as on previous estimate 10-04-80	$ 1,694,611.00
Retain in Reserve	
Subtotal as on previous estimate of 10-04-88	$ 40,642.00
Type Code CENG Construction Engineering	
Subtotal as on previous estimate of 10-04-88	$ 279,126.99
Lumpsum increase	39,024.00
	$ 318,150.99
Nonparticipating Work	$ 6,650.00
Length of Roadway ------- 2.44 miles	
Cost of Roadway per mile	$ 1,334,283.66
	3,435,690.00
Project total cost:	$ 3,428,617.00

SUMMARY OF FUNDS (85%)

APPN	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
177	$ 308,308.00	$ 262,061.00	$ 46,247.00
580	$ 3,120,732.00	$ 2,652,622.00	$ 468,110.00
NONPART	$ 6,650.00	$ 0.00	$ 6,650.00
TOTAL	$ 3,435,690.00	$ 2,914,683.00	$ 521,007.00

Contract No. 9,846
baker38.ff

E.A. No. C09846

9846 1 5

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 10-10	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER		State Oregon
		County Washington
MODIFICATION NUMBER 6	10-11-87	Project Number IX-9022(9)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 13, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,046,851.00	$ 3,142,501.00
Federal funds	$ 262,061.00	$ 262,061.00 (177)
Other revisions	2,327,760.00	2,403,410.00 (580)

This modification is made for the following reasons: to include approved deobligation of FA Project No. IX-9022(7), and obligation to this project.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of , 19 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

MANAGER, PROGRAM SECTION
(Title)

~~By~~ For: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 4, 1988

Federal-Aid Project No. IX-9022(9)

E. Main St.-E.C.L. (Hillsboro) Section
Cornell Road
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 0+00 to Sta. 128+61.75

Subtotal from previous estimate of May 6, 1988	$ 2,550,621.01
Total increase from deobligation of Project No. IX-9022(7)	90,000.00
Subtotal	$ 2,640,621.01
Engineering	279,126.99
Total	$ 2,919,748.00

Type Code Y031
Traffic Signal (4 Signals)

Total as on previous estimate of May 6, 1988	$ 169,461.00

Length of Project ------------------- 2.436 miles

Cost of Roadway Per Mile ------------ $ 1,193,041.05

Retain in Reserve

Total as on previous estimate of May 6, 1988	$ 46,642.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Sub Job	Total Cost	Federal Funds	City Funds
Roadway	177	021	$ 308,308.00	$ 262,061.00	$ 46,247.00
Roadway	580	011	2,611,440.00	2,219,724.00	391,716.00
Signals	580	011	169,461.00	144,041.00	25,420.00
Subtotal			$3,089,209.00	$ 2,625,826.00	$ 463,383.00
Reserve	580	011	46,642.00	39,645.00	6,997.00
Nonparticipating	---	---	6,650.00	- - - -	6,650.00
Total			$3,142,501.00	$ 2,665,471.00	$ 477,030.00

Nonparticipating State Work

Single Mailbox Supports	Each	87	$ 75.00	$ 6,525.00
Multiple Mailbox Supports	Each	1	125.00	125.00
			Total	$ 6,650.00

Sub. Job 010 = 0%; Sub. Job 011 = 100%
Contract No. 9.846
Prefix: C334-1901 (P.E.)
C09846

DDB:pk

9846

J

5-16-88

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 598	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER		State Oregon
MODIFICATION NUMBER 5		County Washington
		Project Number IX-9022(9)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 13, 19 84, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 3,032,365	$ 3,046,851	
Federal funds	$ 2,327,760	$ ~~2,340,073~~ 2,327,760	(580)
Other revisions	249,748	~~249,748~~ 262,061.	(177)

This modification is made for the following reasons: To include increases in construction.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10TH day of MAY, 19 '88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for
MANAGER, PROGRAM SECTION
(Title)

XXX By FOR: DONALD FORBES, P.E.
STATE HIGHWAY ENGINEER
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 6, 1988

FEDERAL AID PROJECT NO. IX-9022(9)

E. MAIN ST.-E.C.L. (HILLSBORO) SECTION
CORNELL ROAD
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 0+00 TO STA. 128+61.75)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Concrete Driveways	SY	$ 12.50	1,300	$16,250.00	1,987	$ 24,837.50
Concrete Curbs, Type A	LF	4.33	5,100	22,083.00	5,906	25,572.98
Concrete Curbs, Type C	LF	3.35	7,480	25,058.00	7,984	26,746.40
				$63,391.00		$ 76,856.88

Increase	$ 13,465.88
Subtotal from estimate on Feb. 16, 1988	2,537,135.13
Subtotal	$2,550,621.01
Engineering	279,126.99
Total	$2,830,748.00

TYPE CODE Y031
TRAFFIC SIGNAL (4 SIGNALS)

Total as on estimate of July 12, 1984	$ 169,461.00
Total	$ 169,461.00

Length of Project	2.436 mi.
Cost of Roadway Per Mile	$1,102,111.66

RETAIN IN RESERVE

Total as on estimate of July 12, 1984	$ 46,642.00
Total	$ 46,642.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Sub. Job	Total Cost	Federal Funds	City Funds
Roadway	177	021	308,307.00 $ ~~293,822.00~~	262,061.00 $ ~~249,748.00~~	$ 44,074.00
Roadway	580	011	~~2,536,926.00~~ 2,522,441.00	~~2,156,387.00~~ 2,144,074.00	380,539.00
Signals	580	011	169,461.00	144,041.00	25,420.00
Subtotal			$3,000,209.00	$2,550,176.00	$ 450,033.00
Reserve	580	011	46,642.00	39,645.00	6,997.00
Total			$3,046,851.00	$2,589,821.00	$ 457,030.00

NONPARTICIPATING STATE WORK

Single Mailbox Supports	Each	87	75.00	$ 6,525.00
Multiple Mailbox Supports	Each	1	125.00	125.00
			Total	$ 6,650.00

Group 1: 100%
Contract No. 9846
Prefix: 334-1901
Prefix: C09846
RLC:bkw

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO 6-2

TO: Ted Spence
Region 1

DATE: May 6, 1988

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System
Project No. IX-9022(9)
E. Main St.-E.C.L. (Hillsboro) Section
Washington County

I have requested obligation of additional federal funds from FHWA on the above federal-aid project in the amount shown:

PREVIOUS OBLIGATION	NEW OBLIGATION	INCREASE
$ 2,577,508.00	$ 2,589,821.00	$ 12,313.00

Please arrange for updating of MSD's records to show this change.

RLC:bkw
cc: G. Zehner, w/attach.
W. Schulte, Reg. 1, w/attach.
General Files

9846 -

J

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 268	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	22[illegible]	County Washington
MODIFICATION NUMBER 4		Project Number IX-9022(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 13, , 1984 , is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 3,022,072	$ 3,032,365	
Federal funds	$ 2,319,010	$ 2,327,760	(580)
Other revisions	249,748	249,748	(177)

This modification is made for the following reasons: To include increases in construction costs

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25TH day of FEB , 19 '88 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

~~By~~ For: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 16, 1988

Federal-Aid Projet No. IX-9022(9)

E. Main St.-E.C.L. (Hillsboro) Section
Cornell Road
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 0+00 to Sta. 128+61.75)

Item		Unit Price	Original Quantity	Original Amount	Revised Quantity	Revised Amount
Finishing & Placing						
Topsoil	Cu.Yd.	$12.60	350	$ 4,410.00	771	$ 9,714.60
Bedding Material	Cu.Yd.	8.50	400	3,400.00	987	8,389.50
				$ 7,810.00		$ 18,104.10
				Increase		10,294.10
				Subtotal from Estimate on		2,526,841.03
				Sub-total		2,537,135.13
				Engineering		279,126.87
				Total		$ 2,816,262.00

Type Code Y031
Traffic Signal (4 Signals)

Total as on estimate of 07-12-84	$ 169,461.00
Total	$ 169,461.00
Length of Project	2.436 mi.
Cost of Roadway Per Mile	$ 1,102,111.66

Retain in Reserve

Total as an estimate of 07-12-84	$ 46,642.00
Total	46,642.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Sub Job	Total Cost	Federal Funds	City Funds
Roadway	177	021	$ 293,822.00	$ 249,748.00	$ 44,074.00
Roadway	580	011	2,522,440.00	2,144,074.00	378,366.00
Signals	580	011	169,461.00	144,041.00	25,420.00
Subtotal			$ 2,985,723.00	$ 2,537,863.00	$ 447,860.00
Reserve	580	011	46,642.00	39,645.00	6,997.00
Total			$ 3,032,365.00	$ 2,577,508.00	$ 454,857.00

Nonparticipating State Work

Single Mailbox Supports	Each	87	75.00	$ 6,525.00
Multiple Mailbox Supports	Each	1	125.00	125.00
			Total	$ 6,650.00

Group 1: 100%
Contract No. 9846
Prefix: 334-1901
Prefix: C09846

RLC:jc

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: February 16, 1988

To: Ted Spence
Metro Region

From: Cam Gilmour, Manager
Program Section

Subject: Project No: IX-9022(9)
E. Main Street-E.C.L. (Hillsboro) Section
Washington County

I have requested obligation of additional federal funds from FHWA on the above federal-aid project in the amount shown:

Previous Obligation	New Obligation	Increase
$2,568,758.00	$2,577,508.00	$8,750.00

Please arrange for updating of MSD's records to show this change.

RLC:jc

c: G. Zehner, w/attachment
W. Schulte, Metro, w/attachment
General Files

Form 734-3122 (1-87)

9846

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 2-134 & 138	US Department of Transportation **Federal Highway Administration**	State **Oregon**
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Washington**
MODIFICATION NUMBER 3		Project Number **IX-9022(9)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 13, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,022,071	$ 3,022,071
Federal funds	2,422,051 $ 146,707	2,319,010 (580) $ 249,748 (177)
Other revisions		

This modification is made for the following reasons: to decrease Appn Code 580 $103,041 and to increase Appn Code 177 in a like amount. To utilize available Appn Code 177 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14TH day of FEB, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon February 12, 1986

Federal-Aid Project No. IX-9022(9)

E. Main St.-E.C.L. (Hillsboro) Section
Cornell Road
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 0+00 to Sta. 128+61.75)

Total as on estimate of 10-31-85		$ 2,805,968.00
	Total	$ 2,805,968.00

Type Code Y031
Traffic Signal (4 Signals)

Total as on estimate of 07-12-84		$ 169,461.00
	Total	$ 169,461.00

Length of Project	2.436 mi.
Cost of Roadway Per Mile	$ 1,102,111.66

Retain in Reserve

Total as on estimate of 07-12-84		$ 46,642.00
	Total	$ 46,642.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	City Funds
Roadway	177	$ 293,822.00	$ 249,748.00	$ 44,074.00
Roadway	580	2,512,147.00	2,135,324.00	376,823.00
Signals	580	169,461.00	144,041.00	25,420.00
Subtotal		$2,975,430.00	$2,529,113.00	$ 446,317.00
Reserve	580	46,642.00	39,645.00	6,997.00
Total		$3,022,072.00	$2,568,758.00	$ 453,314.00

Nonparticipating State Work

Single Mailbox Supports	Each	87	75.00	$ 6,525.00
Multiple Mailbox Supports	Each	1	125.00	125.00
			Total	$ 6,650.00

Group 1: 100%
Contract No. 9846
Prefix: 334-1901
Prefix: C09846
RLC:bkb

9846

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 11-70

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

11-15-85

Form Approved; O M B No. 04-R2089

State OREGON

County WASHINGTON

Project Number IX-9022(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 13, 19 84, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 2,900,847	$ 3,022,071	
Federal funds	$ 2,319,010	$ 2,422,051	(580)
	146,707	146,707	(177)
Other revisions			

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of NOV, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 31, 1985

FEDERAL AID PROJECT NO. IX-9022(9)

E. MAIN ST. - E.C.L. (HILLSBORO) SECTION
CORNELL ROAD
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 0+00 to Sta. 128+61.75)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$ 5.60	35,000	$196,000.00	38,000	$212,800.00
1"-0 Aggregate Base	6.90	18,000	124,200.00	20,000	138,000.00
Class "B" or Class "C" Asphalt Concrete Mixture	14.75	17,000	250,750.00	19,500	287,625.00
Asphalt Cement in Mixture	161.00	950	152,950.00	1,250	201,250.00
10-inch Storm Sewer Pipe	12.82	2,375	30,447.50	2,800	35,896.00
SUBTOTAL			$754,347.50		$875,571.00

Increase	$ 121,223.50
SUBTOTAL from Estimate of August 16, 1985	2,405,617.53
Subtotal	$2,526,841.03
Engineering	279,126.97
Total	$2,805,968.00

TYPE CODE Y031
TRAFFIC SIGNAL (4 SIGNALS)

Total as on Estimate of July 12, 1984	$ 169,461.00

Length of Project ------------------- 2.436 mile

Cost of Roadway Per Mile ------------ $1,102,111.66

RETAIN IN RESERVE

Total as on Estimate of July 12, 1984	$ 46,642.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	City Funds
Roadway	177	$ 172,597.00	$ 146,707.00	$ 25,890.00
Roadway	580	2,633,371.00	2,238,365.00	395,006.00
Signals	580	169,461.00	144,041.00	25,420.00
SUBTOTAL		$2,975,429.00	$2,529,113.00	$446,316.00
Reserve	580	46,642.00	39,645.00	6,997.00
TOTAL		$3,022,071.00	$2,568,758.00	$453,313.00

Group 1: 100%
Contract No. 9846
Prefix: 334-1901
Prefix: C09846

NONPARTICIPATING STATE WORK

Single Mailbox Supports	Each	87	75.00	$ 6,525.00
Multiple Mailbox Supports	Each	1	125.00	125.00
	TOTAL			$ 6,650.00

RLC:pf

98446

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-23		State Oregon
PROJECT REPORT NUMBER		County Washington
MODIFICATION NUMBER 1	8-26-85	Project Number IX-9022(9)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 13, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,728,250	$ 2,900,847
Federal funds	$ 2,319,010 (580)	$ 2,319,010 146,707 (177)
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of AUG, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXX For: E.S. Hunter
Acting State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: August 16, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
IX-9022(9)
E. Main St. - E.C.L. (Hillsboro) Sec.
Washington County

I request your approval of a program change to joint finance the subject project utilizing Appn Code 177 funds available for use on March 14, 1985. This request is for actions after March 14, 1985 and will require the following revision:

1. Appn Code: 177

Revisions in financing are indicated on the attached modified agreement.

RLC:bkb
Attacments
cc: R. Oaks
E.L. Hardt, Metro
W. Schulte, Metro
J. Peterson
General Files

Form 734-3122

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 16, 1985

FEDERAL AID PROJECT NO. IX-9022(9)

E. MAIN ST. - E.C.L. (HILLSBORO) SECTION
CORNELL ROAD
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 0+00 TO STA. 128+61.75)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
1"-0 Aggregate Base	$ 6.90	5,500	$37,950.00	18,000	$124,200.00
60-inch Steel Culvert Pipe	596.35	35	20,872.25	48	28,624.80
15-inch Storm Sewer Pipe	16.50	1,946	32,109.00	2,330	38,445.00
Relocate Water Meters (PA #3A)	272.00			58	15,776.00
Filter Fabric in Subgrade (PA #5A)	2.75			3,750	10,312.50
Stripe Removal (PA #6B)	1.00			8,664.20	8,664.20
Reflect Temp. Conc. Barriers (PA #8A)	8.75			950	8,312.50
Geotextile Fabric in Subgrade (PA #13A)	1.67			17,481.20	29,193.60
			$ 90,931.25		$263,528.60

Increase	$ 172,597.35
Subtotal from Estimate of July 25, 1984	2,233,020.18
Subtotal	$2,405,617.53
Engineering	279,126.47
Total	$2,684,744.00

TYPE CODE Y031
TRAFFIC SIGNAL (4 SIGNALS)

Total as on Estimate of July 12, 1984	$ 169,461.00
Length of Project	2.436 mi.
Cost of Roadway Per Mile	$1,102,111.66

RETAIN IN RESERVE

Total as on Estimate of July 12, 1984 $ 46,642.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	City Funds
Roadway	177	$ 172,597.00	$ 146,707.00	$ 25,890.00
Roadway	580	2,512,147.00	2,135,324.00	376,823.00
Signals	580	169,461.00	144,041.00	25,420.00
SUBTOTAL		$ 2,854,205.00	$ 2,426,072.00	$ 428,133.00
Reserve	580	$ 46,642.00	$ 39,645.00	$ 6,997.00
TOTAL		$ 2,900,847.00	$ 2,465,717.00	$ 435,130.00

Group 1 100%
Contract No. 9846
Prefix: 334-1901
Prefix: 334-1005

NONPARTICIPATING ITEMS

Single Mailbox Supports	Each	87	75.00	$ 6,525.00
Multiple Mailbox Supports	Each	1	125.00	125.00
			Total	$ 6,650.00

RLC:bkb

STATE COPY

TO BE COMPLETED BY FHWA		
7-121	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Washington PROJECT NO. IX-8022(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

East Main Street to the East City Limits on Cornell Road, a Hillsboro City Street.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-23-84	2.436
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,728,250	$ 2,319,010

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Agency)

By ______

For Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUN 19 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon July 12, 1984

Federal-Aid Project No. IX-9022(9)

E. Main St.-E.C.L. (Hillsboro) Section
Cornell Road
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 0+00 to Sta. 128+61.75)

Mobilization	Lump Sum	All	Lump Sum	$ 112,324.00
Temporary Protection and Direction	Lump Sum	All	Lump Sum	25,000.00
Temporary Signs	Sq. Ft.	475	5.00	2,375.00
Temporary Barricades	Each	50	35.00	1,750.00
Temporary Plastic Safety Markers	Each	450	37.10	16,695.00
Flagmen	Hour	5,600	11.50	64,400.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	9,888.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	28,634.00
Ditch Excavation	Cu. Yd.	1,920	6.00	11,520.00
General Excavation	Cu. Yd.	35,000	5.60	196,000.00
Trench Excavation	Cu. Yd.	4,500	7.21	32,445.00
1"-0 Rock Backfill	Cu. Yd.	4,400	7.60	33,440.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	19,364.00
Furnishing and Placing Topsoil	Cu. Yd.	350	12.60	4,410.00
Watering	M-Gal.	2,000	12.36	24,720.00
Treated Base Mixture	Ton	48,000	8.10	388,800.00
Cement in Treated Base Mixture	Ton	2,700	69.95	188,865.00
1"-0 Aggregate Base	Ton	5,500	6.90	37,950.00
Class "B" or Class "C" Asphalt Concrete Mixture	Ton	17,000	14.75	250,750.00
Asphalt Cement in Mixture	Ton	950	161.00	152,950.00
Hydrated Lime in Mixture	Ton	200	1.00	200.00
Asphalt in Tack Coat	Ton	15	225.00	3,375.00
Concrete in Box Culvert	Cu. Yd.	70	180.00	12,600.00
Reinforcement in Box Culvert	Lb.	15,000	0.34	5,100.00
24-inch Culvert Pipe	Lin. Ft.	55	34.30	1,886.50
30-inch Culvert Pipe	Lin. Ft.	32	41.95	1,342.40

60-inch Concrete Culvert Pipe	Lin. Ft.	83	140.60	11,669.80
60-inch Steel Culvert Pipe	Lin. Ft.	35	596.35	20,872.25
10-inch Storm Sewer Pipe	Lin. Ft.	2,375	12.82	30,447.50
12-inch Storm Sewer Pipe	Lin. Ft.	882	12.88	11,360.16
15-inch Storm Sewer Pipe	Lin. Ft.	1,946	16.50	32,109.00
18-inch Storm Sewer Pipe	Lin. Ft.	13	21.63	281.19
21-inch Storm Sewer Pipe	Lin. Ft.	74	25.65	1,898.10
24-inch Storm Sewer Pipe	Lin. Ft.	40	25.24	1,009.60
30-inch Storm Sewer Pipe	Lin. Ft.	105	41.95	4,404.75
36-inch Storm Sewer Pipe	Lin. Ft.	15	59.71	895.65
8-inch Sanitary Sewer Pipe	Lin. Ft.	95	10.35	983.25
18-inch Sanitary Sewer Pipe	Lin. Ft.	20	46.69	933.80
Extra for Pipe Under Pavement	Lin. Ft.	500	5.67	2,835.00
Bedding Material	Cu. Yd.	400	8.50	3,400.00
Concrete Manholes	Each	17	1,030.00	17,510.00
Concrete Inlets, Type D	Each	2	339.90	679.80
Concrete Inlets, Type G-2	Each	92	339.90	31,270.80
Type 1 Fence	Lin. Ft.	2,560	1.50	3,840.00
CL-6R Chain Link Fence	Lin. Ft.	1,490	3.09	4,604.10
CL-10R Chain Link Fence	Lin. Ft.	395	7.73	3,053.35
6'x72" Chain Link Single Gates	Each	1	323.42	323.42
24'x48" Chain Link Double Gates	Each	1	450.11	450.11
Reinstalling Wood Fence	Lin. Ft.	320	.80	256.00
Furnish and Install Backstop	Each	1	2,370.00	2,370.00
Concrete Walks	Sq. Yd.	13,250	8.80	116,600.00
Concrete Driveways	Sq. Yd.	1,300	12.50	16,250.00
Concrete Curbs, Type A	Lin. Ft.	5,100	4.33	22,083.00
Concrete Curbs, Type A Modified	Lin. Ft.	13,500	8.40	113,400.00
Concrete Curbs, Type C	Lin. Ft.	7,480	3.35	25,058.00
Extra for Asphalt Approaches	Each	15	175.00	2,625.00
Drainage Curbs	Lin. Ft.	1,400	2.06	2,884.00
Loose Riprap, Class 50	Cu. Yd.	20	30.00	600.00
Filter Blanket	Cu. Yd.	20	30.00	600.00
Adjusting Manholes	Each	42	206.00	8,652.00

Reconstructing Concrete Manholes	Each	20	515.00	10,300.00
Adjusting Inlets	Each	2	339.90	679.80
Adjusting Boxes	Each	60	51.50	3,090.00
Concrete Collars	Each	1	309.00	309.00
Removal of Existing Pavement Markings	Lump Sum	All	Lump Sum	1,030.00
Thermoplastic Pavement Arrows	Each	18	46.35	834.30
Thermoplastic Pavement Line	Lin. Ft.	7,200	2.00	14,400.00
Mono-Directional Crystal Type 1 Markers	Each	1,900	3.09	5,871.00
Bi-Directional Yellow Type 1 Markers	Each	450	3.60	1,620.00
White Type II Markers	Each	1,225	2.32	2,842.00

Signing

Sign Support Footings	Lump Sum	All	Lump Sum	566.50
Single Sign Supports	Lump Sum	All	Lump Sum	515.00
Type "C" and "D" Signs in Place	Sq. Ft.	125	7.21	901.25
Move, Modify and Reinstall Existing Signs	Lump Sum	All	Lump Sum	875.50
Move and Reinstall Existing Lights	Lump Sum	All	Lump Sum	3,500.00

Landscaping

Roadside Seeding and Mulching	Lump Sum	All	Lump Sum	5,150.00
Relocate and Plant Trees	Each	21	319.30	6,705.30
Relocate and Plant Shrubs	Each	62	51.50	3,193.00
Lawn Construction	Lump Sum	All	Lump Sum	10,094.00
Irrigation System	Lump Sum	All	Lump Sum	25,750.00
				$ 2,221,220.18

Anticipated Items

Permanent Pavement Striping	Lump Sum	All	Lump Sum	$ 9,000.00
Temporary Pavement Striping	Lump Sum	All	Lump Sum	2,000.00
On-the-job Trainees (1 @ $800)	Lump Sum	All	Lump Sum	800.00
				$ 11,800.00
			Subtotal	$ 2,233,020.18
			Engineering	279,126.82
			Total	$ 2,512,147.00

Type Code Y031
Traffic Signals (4 Signals)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 116,157.00
Interconnect System, Complete	Lump Sum	All	Lump Sum	27,500.00
				$ 143,657.00

Anticipated Items

State Furnished Software W/Proms.	Lump Sum	All	Lump Sum	$ 2,800.00
Signal Controller Testing	Lump Sum	All	Lump Sum	3,175.00
Signal Turn-on	Lump Sum	All	Lump Sum	1,000.00
				$ 6,975.00
			Subtotal	$ 150,632.00
			Engineering	18,829.00
			Total	$ 169,461.00

Length of Project	2.436 miles
Cost of Roadway Per Mile	$ 1,031,259.03

Retain in Reserve

58-200 W. NPS Luminaires	Lump Sum	All	Lump Sum	$ 25,000.00
Relocate Water Meters & Fire Hydrants	Lump Sum	All	Lump Sum	12,000.00
18 Painted Arrows	Lump Sum	All	Lump Sum	360.00
10 Buttons	Lump Sum	All	Lump Sum	100.00
195'-CL-4R Chainlink Fence	Lump Sum	All	Lump Sum	2,000.00
Revise Baseball Diamond	Lump Sum	All	Lump Sum	2,000.00
			Subtotal	$ 41,460.00
			Engineering	5,182.00
			Total	$ 46,642.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$ 2,512,147.00	$ 2,135,324.00	$ 376,823.00
Signals	169,461.00	144,041.00	25,420.00
Subtotal	$ 2,681,608.00	$ 2,279,365.00	$ 402,343.00
Reserve	46,642.00	39,645.00	6,997.00
Total	$ 2,728,250.00	$ 2,319,010.00	$ 409,240.00

Group 1 100%
Contract No. 9846
Prefix: 334-1901
Prefix: 334-1005

Nonparticipating

Single Mailbox Supports	Each	87	75.00	$	6,525.00
Multiple Mailbox Supports	Each	1	125.00		125.00
				$	6,650.00

9846

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9022(9)

3. FROM
Robert G. Clour, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10066

2A. COUNTY NAME Washington

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE April 16, 1991

8. FEDERAL ROUTE NUMBER FAU 9022

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
E. Main St. - ECL (Hillsboro)

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- X☒ OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Gilmour's letter of 4/5/91 we approve the Program Change to joint finance the subject project utilizing Appn Code W36 funds.

This change will require the following revisions:

1. Appn Code ----- add W36
2. Prefix Letters- add M
3. Deobligate Appn Code 580 funds and obligate Appn Code W36 funds

RECEIVED
STATE HWY ENGR
APR 23 '91
ASSIGNED TO
FOR
IVES | ROUGH DRAFT | DIRECT REPLY | SIGN | ACT | FILE

NOTED
SHE'S OFFICE

14. DATE 4/16/91

15. SIGNATURE OF APPROVING OFFICIAL Eugene M Holl

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9846

Oregon

DEPARTMENT OF TRANSPORTATION

Highway Division

April 5, 1991

Robert G. Clour
Division Administrator
Federal Highway Administration
The Equitable Center - Suite 100
530 Center N.E.
Salem, OR 97301

FILE CODE:
PRO

Subject: Program Data Change
Project No. IX-9022(9)
E. Main Street-E.C.L. (Hillsboro) Section
City Street
Washington County

Dear Mr. Clour:

I request your approval of a program data change to joint finance the subject project utilizing Appn Code W36 funds to supplement Appn Code 580 funds. This change will require the following revisions:

1. Add Appn Code: "W36"
2. Deobligate Appn Code 580 funds, and obligate Appn Code W36 funds

Approval of this request will involve revision in financing as indicated on the enclosed Revised Project Agreement Estimate and Modification of Project Agreement (PR-2A).

This request was previously submitted but denied. The circumstances surrounding the reason for the request were then discussed with Christine Canhan and Al Steger of your office. Based on that discussion it was agreed this request could be resubmitted.

Sincerely,

Cam Gilmour, Manager
Program Section

Attachments
cc: Mary Andersen, Region 1
Steve Specht, Program Section
General Files
Project Files

DDB079.ff

Transportation Building
Salem, OR 97310

734-3122 (10-90)

9846

Oregon

DEPARTMENT OF
TRANSPORTATION

March 7, 1991

Alan R. Steger
Acting Division Administrator
Federal Highway Administration
The Equitable Center - Suite 100
530 Center N.E.
Salem, OR 97301

Subject: Program Data Change
Project No. IX-9022(9)
E. Main Street-ECL (Hillsboro) Section
City Street
Washington County

FILE CODE:
PRO

Dear Alan:

I request your approval of a program data change to joint finance the subject project utilizing Appn Code W36 funds as per enclose supplemental agreement. This charge will require the following revisions:

1. Add Appn Code: "W36"
2. Deobligate Appn Code 580, and obligate Appn Code W36 in like amounts

Approval of this request will involve revision in financing as indicated on the enclosed Revised Project Agreement Estimate and Modification of Project Agreement (PR-2A).

Sincerely,

Cam Gilmour, Manager
Program Section

Enclosure

cc: Marty Anderson, Region 1
Steve Specht, Program Section
General Files
Project Files

DDB057.ff

Transportation Building
Salem, OR 97310

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Program Section Manager, the following actions were taken:

ISC. CONTRACTS an
REEMENTS No. 1-116

1) On August 21, 1990, signed supplemental agreement with City of Hillsboro for the construction of the East Main Street-East City Limits Section of Cornell Road, Washington County. This supplement provides a six percent match of FAU funds from both State and City. (Original agreement approved by State Highway Engineer on October 16, 1980.)

2) On August 30, 1990, approved an agreement with Ishihara U.S.A. Corporation for construction of a left-turn refuge on Highway 213 (Cascade Highway South) at Greentree Drive in Clackamas County at no cost to the State.

3) On September 7, 1990, signed an agreement with the City of Roseburg and Douglas County covering construction of the North Roseburg Interchange on Interstate 5 in Douglas County. (Transportation Commission approved project on August 16, 1988, as part of the Six-Year Highway Improvement Program.)

4) On September 7, 1990, signed an agreement with the City of Eugene covering the Eugene Signal System Phase 3 Project. This agreement adds traffic signals on 18/19th Avenues and also to the signal interconnect system in Southwest Eugene. (Transportation Commission approved project on August 16, 1988, as part of the Six-Year Highway Improvement Program.)

5) On September 7, 1990, signed an agreement with the U. S. Forest Service, Department of Fish and Wildlife, and Bill Gilliland (private landowner) for improvement of anadromous fish access to Brush Creek. This cooperative venture is in conjunction with the Digger Creek Bridge Project on the Alsea Highway in Benton County. (Transportation Commission approved original project on August 16, 1988, as part of the Six-Year Highway Improvement Program.)

6) On September 14, 1990, approved a supplemental agreement with Washington County on the Cornell Road-US26 Interchange Section of Cornelius Pass Road. This supplement reflects a change in the project funding structure. (Project approved by State Highway Engineer on August 11, 1989.)

7) On September 18, 1990, signed Supplement No. 1 to a personal service contract with J. M. Colosimo Associates, Inc. for planning and implementing organizational change. This supplement extends the completion date to December 1, 1991. (Transportation Commission approved contract November 14, 1989.)

Dated this 3rd day of October, 1990

Cam Gilmour

Cam Gilmour, Manager
Program Section

October 1, 1990

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On February 7, 1990, approved a 4.5 percent increase in project authorization on the Greeley Ramps-North Banfield Interchange of the Pacific and Columbia River Highways in Multnomah County (Contract No. 10,708) in the amount of $199,952.

2) On February 15, 1990, approved a 12.8 percent increase in project authorization on the Tualatin Valley Highway-NW Walker Road Section of 185th Avenue in Washington County (Contract No. 10,579) in the amount of $1,237,771.98.

3) On February 21, 1990, approved an agreement with Josephine County and the Siskiyou National Forest covering snow removal at the Page Mountain winter recreational parking area in Josephine County.

4) On February 22, 1990, signed a personal service contract with Alpha Engineers, Inc., for bridge inspection services in Morrow County from March 6, 1990, to February 22, 1992, at a cost not to exceed $40,400. (Transportation Commission approved on May 16, 1989. Contract signed by William Anhorn for State Highway Engineer.)

5) On February 22, 1990, signed an agreement with the City of Portland for reconstruction of the Multnomah Street-Glisan Street Section of Pacific Highway East. State Funds not to exceed $45,000. (Transportation Commission approved on May 16, 1989. Agreement signed by William Anhorn for State Highway Engineer.)

6) On February 22, 1990, approved an agreement with the Central Oregon Irrigation District for relocation and adjustment of the District's facilities on the O'Neil Jct.-Redmond Couplet Section of The Dalles-California Highway in Deschutes County. (Agreement approved by William Anhorn for State Highway Engineer.)

7) On February 23, 1990, signed an agreement with Washington County covering the installation of a traffic signal and turn lanes on Scholls Highway at Denney Road. (Approved August 16, 1988, as part of the Six-Year Highway Improvement Program. Agreement signed by William Anhorn for State Highway Engineer.)

8) On February 28, 1990, approved a 15 percent increase in project authorization on the E. Main Street-East City Limits (Hillsboro) Section of Cornell Road in Washington County (Contract No. 9846) in the amount of $515,567.55.

9) On March 15, 1990, signed a personal service contract with Burgess & Niple, Limited, for bridge inspection services in Clackamas and Multnomah Counties covering the period March 15, 1990, to December 31, 1992, at a cost not to exceed $334,000. (Transportation Commission approved necessary contract May 16, 1989.)

Dated this 3TH day of April, 1990

William Anhorn

for Donald E. Forbes, State Highway Engineer

March 28, 1990

STATE OF OREGON
HIGHWAY OPERATIONS 378-6528

INTEROFFICE MEMO

Date: February 23, 1990

To: Don Forbes
State Highway Engineer

From: Ken Husby
Ken Husby, Manager
Office of Operations, Maintenance and Construction

RECEIVED
MAR - 2 1990

Subject: Request for Increase in Project Authorization
E. Main St. - East City Limits (Hillsboro)
Cornell Road, Washington County
Contract No. 9846
FA No. IX-9022 (9)

This interstate transfer project was completed in
additional compensation and litigation have been n

The subject project will overrun the current project
by $515,567.55 or 15%.

There are a number of reasons that have contribute
changes in the project work occurred during the
Hillsboro designed project. Utility delays and conflic
changes.

The project time was overrun by 105 days causing in
engineering. These changes and increased time add
and $60,000 in changes since the previous increase

Additional compaction, stockpiling and increased T.
increase in the form of a "partial claim settl
approximately $40,000.

I didnt do
a del. autho. on
this as this is
on bc copy.
Original with
SHE's approval
has not been
received.
Rgb
2-27

have we recd yet

The contractor filed litigation in February 1987 for $807,285. Legal posturing and settlement negotiations have continued for three years since that date adding to the legal fees and defense costs totalling $135,000.

The recent settlement of the outstanding claims and litigation for $170,000, including approximately $50,000 in interest, have also contributed to the increase.

approved
2/28/90

orig. cy. to: Fran Neavill
cys. to: Anhorn
Husby
Adams
Littrell
Gilmour

NOTE:
need to get Region to sign off on
project authorization overrun form.

STATE OF OREGON
HIGHWAY OPERATIONS 378-6528

INTEROFFICE MEMO

Date: February 23, 1990

To: Don Forbes
State Highway Engineer

From: Ken Husby, Manager
Office of Operations, Maintenance and Construction

RECEIVED
MAR - 2 1990
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Subject: Request for Increase in Project Authorization
E. Main St. - East City Limits (Hillsboro)
Cornell Road, Washington County
Contract No. 9846
FA No. IX-9022 (9)

This interstate transfer project was completed in December 1985. Claims for additional compensation and litigation have been nearly on-going since that time.

The subject project will overrun the current project authorization of $2,939,432.45 by $515,567.55 or 15%.

There are a number of reasons that have contributed to this increase. Numerous changes in the project work occurred during the construction of this City of Hillsboro designed project. Utility delays and conflicts contributed to many of these changes.

The project time was overrun by 105 days causing increased use of State Forces for engineering. These changes and increased time added $75,000 in engineering costs and $60,000 in changes since the previous increase in authorization.

Additional compaction, stockpiling and increased T.P. and D.T. also added to this increase in the form of a "partial claim settlement" price agreement for approximately $40,000.

The contractor filed litigation in February 1987 for $807,285. Legal posturing and settlement negotiations have continued for three years since that date adding to the legal fees and defense costs totalling $135,000.

The recent settlement of the outstanding claims and litigation for $170,000, including approximately $50,000 in interest, have also contributed to the increase.

approved
2/28/90

orig. cy. to: Fran Neavoll
cys. to: Anhorn
Husby
Adams
Littrell
Gilmour

NOTE:
need to get Region to sign off on project authorization overrun form.

81-125-1387

Costs such as these point out clearly, the need for early resolution of contract disputes. This is a prime example that drawing out the settlement process is more costly in the end. Our new proposed specification for claims and disputes resolution and managements emphasis on early settlements should prevent this type of exorbitant defense and settlement costs.

Since the City of Hillsboro is matching federal funds at 15%, their cost would be $77,335 of this total requested increase.

Under Delegation Order No. 35, paragraph 6~~4~~5C, as amended by the Oregon Transportation Commission on September 19, 1989, you are authorized to approve this overrun. It is recommended you approve increasing the project authorization to $3,455,000.

Upon approval, please forward the original copy to Commission Services for the Delegated Authority report with a copy to the Program Section and Operations Section.

KH:SL:mb
dpo2221

bc: Robert N. Bothman
Bill Anhorn
Fran Neavoll
Cam Gilmour
Carol Mitchell
Ken Husby
Don Adams
Bob Heard

EXPECTED OVERRUN OF PROJECT AUTHORIZATION

PROJECT NAME (SECTION) E. Main St.-E.C.L. (Hillsboro)		**DATE** February 9, 1990	**CONTRACT No.** C09846
HIGHWAY Cornell Road		**COUNTY** Washington	**F.A. PROJECT No.** IX-9022(9)
CONTRACTOR Baker Rock Crushing Co.	**KIND OF WORK** Grading, Paving, Sign, Signal & Landscaping	**CONTRACT WORK COMP.** 100 %	**EST. COMP. DATE** December 12, 1985

CURRENT AUTHORIZATION		CURRENT ESTIMATE		
CONTRACT AMOUNT	$2,493,345.00	CONTRACT AMOUNT	$2,942,000.00	
ANTICIPATED ITEMS	79,446.80	FORCE ORDERS	159,000.00	
CONTINGENCY	87,640.65			
ENGINEERING	279,000.00	ENGINEERING	354,000.00	
CREDITS				
TOTAL PROJECT COST	$2,939,432.45	TOTAL PROJECT COST	$3,455,000.00	
		ESTIMATED INCREASE	$515,567.55	15 %

	LIST MAJOR OVERRUNS AND UNDERRUNS - Include the BI, PA, EWO & SFO numbers, description & whether the work was anticipated(A) or unanticipated(U)	CURRENT ESTIMATED AMOUNT	AMOUNT OF CHANGE %
U	P.A. #40 Partial Claims Settlement (Additional compaction, reloading stockpile, additional T.P. & P.T.)	$ 40,000.00	+100%
U	Engineering	$354,000.00	+ 21%
U	SFO 6; SFO 6A: Defense costs of filed litigation	$170,000.00	+100%
U	P.A. #41 Final Claim Settlement including interest - dismissal of case	$170,000.00	+100%
U	Numerous added work to contract (signing, drainage, monumentation)	$ 60,000.00	+100%

PRINCIPAL REASONS FOR OVERRUNS (Continue on reverse side):

The contractor on this project filed litigation for outstanding claims in the amount of $807,285 in February, 1987. The project was completed in December, 1985, and at that time, many changes, revisions and redesigns had caused 39 Price Agreements, 17 Extra Work Orders to be written. Much of the engineering overrun is due to these numerous changes, and the project time overrun by 105 calendar days thereby extending the engineering charges.

This project was designed by the City of Hillsboro and the City's funding participation is 15% of the project cost. The City was originally named in the lawsuit, but tendered its defense to the State of Oregon, and was subsequently dropped from the lawsuit.

In the settlement negotiations the State recognized some liability for the State and the City in the claim filed by the contractor and his subcontractors. This settlement was within a week of the scheduled trial date and therefore, all defense preparations and the costs associated with those efforts were completed and ready for the trial.

It was not expected that the outcome of the trial would have been much different from the negotiated settlement amount.

SUBMITTED BY S Littrell 2-15-90 Steve Littrell, Contract Claims Coordinator	NOTED BY CONSTRUCTION ENGINEER Kenneth D. Karmod
CONFIRMED BY REGION ENGINEER	NOTED BY STATE HIGHWAY ENGINEER Donald E Forbes

INSTRUCTIONS: Submit the original through Region to the Construction Section Approved copies will be distributed by the Construction Section

734-3372(Rev.4-89)

C09846.ovr

Costs such as these point out clearly, the need for early resolution of contract disputes. This is a prime example that drawing out the settlement process is more costly in the end. Our new proposed specification for claims and disputes resolution and managements emphasis on early settlements should prevent **this type** of exorbitant defense and settlement costs.

Since the City of Hillsboro is matching federal funds at 15%, their cost would be $77,335 of this total requested increase.

Under Delegation Order No. 35, paragraph 65C ~~64C~~, as amended by the Oregon Transportation Commission on September 19, 1989, you are authorized to approve this overrun. It is recommended you approve increasing the project authorization to $3,455,000.

Upon approval, please forward the original copy to Commission Services for the Delegated Authority report with a copy to the Program Section and Operations Section.

KH:SL:mb
dpo2221

9846 J

OFFICE OF OPERATIONS
2950 STATE STREET
SALEM, OR 97310 378-6528

INTEROFFICE MEMO

TO: CUSTODIANS OF RECORDS

DATE: DECEMBER 19, 1990

CON 5
09846

FROM: S J Littrell
STEVE LITTRELL
CONTRACT CLAIMS COORDINATOR

SUBJECT: **RETURN OF RECORDS**
BAKER ROCK CRUSHING V. STATE OF OREGON
EAST MAIN ST. - ECL (HILLSBORO)
CONTRACT NO. 9846

noted on cont. card —

ENCLOSED ARE YOUR ORIGINAL RECORDS OF THE SUBJECT PROJECT THAT WERE OBTAINED FROM YOU FOR USE IN LITIGATION. THE CASE HAS SETTLED AND YOU MAY NOW RETURN THE RECORDS TO THEIR PROPER DISPOSITION.

THE TRIAL DIVISION AND THIS DIVISION WOULD LIKE TO THANK YOU FOR ASSISTANCE IN THIS MATTER. IF FOR ANY REASON ALL OF YOUR FILES WERE NOT RETURNED, PLEASE LET ME KNOW AND I WILL SEE IF I CAN LOCATE THE REMAINING FILES. THANKS AGAIN.

ENCLOSURES:

SJL:sjl

CC: WILLIAM F. CLORAN

RECEIVED
DEC [illegible] 1990
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

At the 1987 Legislative Session, the Highway Division introduced legislation which ultimately led to the repeal of on-premise sign control statutes from the Motorist Information Act. Since statutory authority for the administrative rules which supported on-premise sign control statutes was lost, the administrative rules were repealed. A portion of these administrative rules defined "premises" and this definition is considered the foundation on which sign control statutes and rules are based.

The proposed rule was published in the Secretary of State's Administrative Rule Bulletin on February 1, 1988, and received no objection.

("Permit Rule No. 57" on file in Commission's files, Salem. The rule will be filed with the Secretary of State on March 25, 1988, and effective upon filing. The rule will also be published in their Administrative Rule Bulletin on April 15, 1988.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission files in Salem.)

Chairman of Commission	Exhibit A
State Highway Engineer	Exhibit B
Assistant State Highway Engineer	Exhibit C
Right of Way Manager	Exhibit D
Parks Administrator	Exhibit E
Motor Vehicles Administrator	Exhibit F
Chief Counsel	Exhibit G
Highway Controller	Exhibit H

The Commission unanimously confirmed their next meeting date of April 19, 1988, in Portland at 9 a.m., with a dinner the preceding evening. Two workshops were scheduled beginning at 10 a.m., on April 18, 1988, at the Red Lion Motor Inn, 310 S. W. Lincoln Street, Portland, to discuss the Six-Year Highway Improvement Program and the budget. He reminded the Commission of the May 6 Transportation Futures Conference in Portland.

A tentative date for the following meeting was set by the Commission for May 16 and 17, 1988, in Salem. Mr. Potter suggested reserving the afternoon of May 16 or the evening for a follow-up discussion as a result of the Futures Conference.

EXHIBIT C
MINUTES OF 3/15/88

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Alpine Engineering Contract No. 10121	Pudding Rv. (119th Av.) Bridge Marion County	Jan. 5, 1988
Baker Rock Crushing Co. Contract No. 9846	E. Main St.-ECL (Hillsboro) Washington County	Jan. 11, 1988
Dan Obrist Trucking and Excavating Contract No. 10467	SE Foster Rd.-SE McKinley Rd. (Portland) Multnomah County	Jan. 20, 1988
Mocon Corporation Contract No. 10040	SE Sunnyside Road at SE 82nd Avenue Clackamas County	Jan. 29, 1988
Seubert Excavators, Inc. Contract No. 10114	Forest Boundary-MP 25.83 Wallowa County	Jan. 29, 1988
K-2 Construction Co. Contract No. 10338	Mill Cr. (W 9th St.) Br. Wasco County	Feb. 1, 1988
Columbia Pacific Constr. Co. Contract No. 10319	NW Cornell Rd. at NW 29th Multnomah County	Feb. 1, 1988
Gervais Construction, Inc. Contract No. 10134	NW Glison St.-NW Couch St. Multnomah County	Feb. 1, 1988
Morse Bros. Contract No. 10136	Burnt Woods-Dudlee Hill Lincoln and Benton Counties	Feb. 1, 1988
K. F. Jacobsen & Co., Inc. Contract No. 10128	Tualatin Valley Hwy. at SW 185th Avenue Washington County	Feb. 1, 1988
R. L. Coats Contract No. 10444	Mt. Vernon-John Day (East Unit) Grant County	Feb. 2, 1988
K-2 Construction Co. Contract No. 10414	John's District (John's Dist. Rd.) Bridge Columbia County	Feb. 2, 1988

EXHIBIT c
MINUTES OF 3/15/88

Dennis Snyder Contractors Contract No. 10413	Slide Correction MP 15.5 and MP 19.9 Clatsop County	Feb. 2, 1988
Douglas S. Coats, Inc. Contract No. 10390	Willow Cr. (Cecil Rd.) Br. Morrow County	Feb. 2, 1988
J. C. Compton Contr., Inc. Contract No. 10431	Bullock Br.-East BLM Road Douglas County	Feb. 2, 1988
Mocon Corporation Contract No. 10480	Heceta St. (Hammond)-NW 14th (Warrenton) Clatsop County	Feb. 3, 1988
Heil Electric Co. Contract No. 10458	Traffic Loop Repair Proj. (Unit 1) Clack. and Mult. Counties	Feb. 3, 1988
Elting, Inc. Contract No. 10506	Wonderly Rd.-Longview Br. Interchange Columbia County	Feb. 3, 1988
R. A. Hatch Co. and Gaynetco, Inc. Contract No. 9877	Linn/Lane County Line- California State Line Lane, Jackson, Douglas, and Josephine Counties	Feb. 8, 1988
Douglas S. Coats Contract No. 9965	O. B. Riley Road-SE Brosterhous Rd./Arnold Ditch Structure Deschutes County	Feb. 9, 1988
EMW Construction Co. Contract No. 10315	Willow Cr. (Hunter) Br. Morrow County	Feb. 9, 1988
Donald W. Thompson, Inc. Contract No. 10059	Umpqua Rv. (Bullock Rd.) Bridge Douglas County	Feb. 9, 1988
Johnson Rock Products, Inc. Contract No. 10415	Oregon Coast Highway at Oregon Avenue (Bandon) Coos County	Feb. 10, 1988
J. C. Compton Contr., Inc. Contract No. 10445	Gap Ranch-Riley Harney County	Feb. 10, 1988

EXHIBIT C
MINUTES OF 3/15/88

R & R K Wasco, Inc. Contract No. 10456	N. Fork Burnt River (MP 1.69) Bridge Baker County	Feb. 10, 1988
Oceanlake Paving Co. Contract No. 10466	NW 31st Pl.-NW 25th St. Lincoln County	Feb. 10, 1988
Baker Rock Crushing Co. Contract No. 10486	Farmington Hwy. @ Rood Br. Washington County	Feb. 10, 1988
Fabricators, Inc. Contract No. 9736	Otis Jct.-Polk Co. Line Tillamook County	Feb. 11, 1988
Weaver Construction Co. Contract No. 9932	I.O.N. Highway Bridges Malheur County	Feb. 11, 1988
Dewitt Construction, Inc. Contract No. 10392	Alsea River Bridge Lincoln County	Feb. 11, 1988
Linnco Electric Co. Contract No. 10406	Oregon Coast Highway at Bay Street (Depot Bay) Lincoln County	Feb. 11, 1988
Kiewit Pacific Co. Contract No. 9950	N. Jefferson Interchange- Albany Interchange Marion and Linn Counties	Feb. 12, 1988
Benton Electric, Inc. Contract No. 10370	Oregon Coast Highway at S. First Street Lincoln County	Feb. 16, 1988
M. C. Lininger and Sons Contract No. 10264	Rogue Valley Hwy.-4th St. Jackson County	Feb. 16, 1988
Meridian Rock, Inc. Contract No. 10092	Tiller-Trail Hwy. Slide at MP 45 Jackson County	Feb. 16, 1988
Cherry City Electric, Inc. Contract No. 10409	Monmouth-Independence Hwy. at Gun Club Road Polk County	Feb. 18, 1988
Kasler Corporation Contract No. 9809	N. Powder-Baldock Slough Baker County	Feb. 19, 1988

EXHIBIT C
MINUTES OF 3/15/88

Report of Action Under Delegated Authority
By Assistant State Highway Engineer
Page 4

Oregon Asphaltic Paving Co. Contract No. 10383	SE 182nd Avenue-Birdsdale Avenue (Gresham) Multnomah County	Feb. 23, 1988
Kip Construction Co. Contract No. 10481	Silk Creek Bridge Lane County	Feb. 23, 1988
D & D Paving Co. Contract No. 10394	Market St. SE at 17th St. Marion County	Feb. 24, 1988
Copeland Paving, Inc. Contract No. 10418	Ninth St.-Candy Lane Josephine County	Feb. 24, 1988

Expenditure Recap

	Above Projects	FY to Date
Original Authorization	$46,077,473.17	$106,732,677.24
Anticipated Costs	$47,124,638.55	$113,254,681.06
Percentage Overrun (Underrun)	+2.3%	+6.1%

February 25, 1988

Werner E. Schwartz
W. E. Schwartz, P.E.
Asst. State Highway Engineer

BLW:mk

CPC/FL6

9846

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6545 FILE: CON 5
9846

CONFIDENTIAL CLAIM FILE

DATE: October 25, 1989

TO:
Carolyn Philp
Rob Edgar
Bruce Walton
Darlene Carda
William Quinn
Fran Neavoll
Tom Lulay
Jack Sullivan
John Marks
Cam Gilmour
Dwayne Hofstetter
Ted Litchfield
Roger Trygstad
Wayne Cobine
Bob Heard
Bill Harlon
Bob Stenerson

FROM: Steve Littrell
Contract Claim Coordinator S Littrell

SUBJECT: **BAKER ROCK VS. STATE OF OREGON, AND CITY OF HILLSBORO**
WASHINGTON COUNTY CIRCUIT COURT NO. 87-03776
E. MAIN STREET-E.C.L. (HILLSBORO)
CORNELL ROAD, WASHINGTON COUNTY
CONTRACT NO. 9846

THIS MEMO IS TO BE TREATED AS CONFIDENTIAL.

Attached is the original request for discovery and memo from Ron Kleinschmit dated August 24, 1987. It has come to our attention that you my have additional files or that files were not submitted with this initial request. The trial on the above matter is scheduled for February 13, 1990.

Please review your files for any additional information on the subject project and submit them to me at the Construction Office prior to Wednesday, November 1, 1989. Please include a brief index to aid our return of the files to you.

If you have no files in your possession due to previous submittal, notify me by phone (378-6318) or note same on a copy of this memo and return to me by November 1, 1989.

Our apologies for the short notice. Your cooperation and assistance is appreciated.

SL:sw

Attachments

cc: w/attachments
William F. Cloran, DOJ
Cindy Carter, DOJ
William Anhorn
Bob Stevens
Walt Bartel
Ken Allmer

[illegible]

10/251s

Highway Construction 378-6318

Caroline Philp
General Files

FILE: CON 5
9846

August 24, 1987

Ron Kleinschmit
Contract Claims Coordinator

Confidential Claim File
E. Main Street-E.C.L. (Hillsboro)
Contract No. 9846
Cornell Road
Washington County
Baker Rock vs State and City of Hillsboro
Litigation Request for Discovery
Complaint No. 87-0377C

This memo is to be treated as confidential, prepared at the request and direction of William Cloran, Assistant Attorney General for the State of Oregon, representing the Highway Division in this matter. No copies should be made or distributed without conferring with Mr. Cloran. This memo should be filed in a separate file in the contract records, marked as litigation 87-0377C file.

The contractor on the above project, Baker Rock Crushing Co., has filed litigation related to a construction claim. Attached is a copy of a formal request for discovery related to that litigation. Please read the request carefully. Failure of the Division to produce the documents in a timely fashion is usually detrimental to our position.

Please assemble the documents in your possession, pack them in standard storage boxes (large archive boxes are okay for rolls of X-sections, maps, etc.), prepare an inventory of the included information suitable for indexing, and return receipt acknowledgement. Clearly mark each carton as to originator, number the cartons, and make arrangements to have them shipped or delivered to the Construction Office in care of myself.

If the files in your possession may not be removed from their area due to administrative rule, please prepare the same inventory and submit to me. It is preferred that machine copies be sent with the inventory rather than scheduling a discovery at your site.

The date for delivery to this office is by Tuesday, September 15, 1987, to allow the Division's attorney time to review the documents as to discoverability. If for any reason you cannot make this date, please notify me immediately.

If you have no documents in your possession or under the control of your Section, simply note same on a copy of this letter and return to me. Any core samples in existence should be noted on a copy of this letter for our information, and retained at their present site. Particular effort should be made to locate all forms of diaries and telephone logs. These are often overlooked; although they may not be job specific they may contain important information.

Thank you for your assistance. Every effort will be made to return the documents to you in a timely fashion.

RJK:mk

cc: With Request Attached:

Ken Karnosh
Bruce Walton
Carol Lopez
William Quinn
Fran Neavoll
Walter Hart
D. O. Christensen
Roger Trygstad
Marion Craft
Robert Heard
Bill Harlon
Herm Mitzel
Ted Litchfield
Wayne Cobine

08216m

9846

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:
CON 5
9846

DATE: April 11, 1989

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
KENNETH E. HUSBY

FROM: Kenneth E. Husby, Manager
Office of Operations

SUBJECT: Request Change Order Approval

Contract: 9846, Price Agreement No. 40
Project: E. Main Street-E.C.L. (Hillsboro)
Highway: Cornell Road
County: Washington
FAP No.: IX-9022(9)

Enclosed is unilateral Price Agreement No. 40 for settlement of three (3) claims submitted by Baker Rock Crushing on the subject project. An explanation of the claims by the Project Manager is attached for your information.

This order is in the amount of $39,931.82 with federal participation amounting to $35,199.90 or 88.15 percent.

Your concurrence in this change order and approval is requested.

Please contract Steve Littrell of this office if you should need additional information.

KH:SL:sw

Attachment

bc: ✓Bill Anhorn
Don Adams

04103s

W

RECEIVED
STATE HWY ENGR
APR 18 '89
ASSIGNED TO
FOR
[illegible] [illegible] ROUGH DRAFT DIRECT REPLY [illegible] ACT FILE

734-2023 (2-86)

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

September 21, 1988

RECEIVED
STATE HWY ENGR
SEP 23 '88
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy- Don Adams
Rick Kuehn

Robert L. O'Halloran
Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
1600 Orbanco Building
101 S.W. Fifth Avenue
Portland, Oregon 97204

Re: Baker Rock v. State of Oregon, et al.
Washington County Case No. 87-0377-C

Dear Mr. O'Halloran:

Thank you for your letter of September 16, 1988 sent to comply with UTCR 5.010. With regard to the matters that you bring up:

1. Notice Defense

We believe the pleading is sufficient with regard to the notice defense. I disagree with you that Section 109.05 applies only to compensation for extra work. The provision talks about extra or additional compensation. The provision sets out specific requirements for the timing and the content of notice. The complaint and the answer including the affirmative defense are sufficient for you to go through your records and determine what it is that you purport to be the required written notice for each claim and to examine it in light of the provision for its sufficiency. We don't think anything more is required by way of pleading.

2. Engineer's Decision

With regard to this defense our contract contains a provision which has been repeatedly interpreted by the Oregon courts. I am inclined to give the decisions of the court some weight. I don't know Representative Whitty (I don't believe

NOTED
SHE'S OFFICE

he's a congressman) and I can't see what difference his opinion makes to interpretation of the provision by the court. I do know Assistant Attorney General Muir. He contends that you misrepresent his letter. With regard to former State Highway Engineer Larry Rulien I believe the word "former" says all that is necessary about Mr. Rulien's layman opinion as to what a contract provision means. I intend to go forward with this defense on the basis of contract language unless and until such time as I am instructed by the Attorney General not to do so.

3. Alleged Failure of Condition Precedent

I disagree with you that the implied covenant of good faith and fair dealing is not a condition precedent to demanding performance of contract obligations by the other party. In this particular instance, Baker Rock submitted a fraudulent claim to the engineer who denied it at least in part due to his suspicion that certain elements of the claim were disingenuous. You bring a breach of contract suit and allege entitlement to payment under the contract and suggest that the engineer's disallowance of your claim was improper and was a breach. I believe that it is entirely proper for the engineer to disallow a claim tainted with fraud and that it is a conditioned precedent to Baker Rock's entitlement to payment to present claims that are free of fraud.

It would appear on the basis of the foregoing that very little agreement can be reached concerning the motions you propose. That being the case you should bring them without delay if you are still representing Baker Rock. Earlier in this litigation, Mr. Yazbeck informed both Doug Stamm and I that a conflict of interest existed between Baker Rock and Dirt and Aggregate and that your firm would be required to withdraw. He requested time to make the arrangements which we gave to him. The time has long since passed. I am concerned that if you continue to represent conflicting clients a situation may develop which would require the case tried by your firm on behalf of either of them to be submitted for a new trial were either Baker Rock or Dirt and Aggregate to be dissatisfied with the result. I am not interested in trying the case more than once. Will you please inform me by return mail of your position with regard to the conflict of interest and withdrawal as counsel so that I may take appropriate steps to protect my client's interest. I would probably do that with a motion to disqualify your firm as counsel for Baker Rock. Since it was your firm which brought the potential conflict to my attention I will leave it to you to make whatever contact is necessary with the Bar.

Very truly yours,

/s/ William F. Cloran

William F. Cloran
Attorney in Charge
Contracts Section

WFC/wjp
5008T

cc: Doug Stamm
!bcc: Cindy Carter (w/encl)
!Bob Muir (w/encl)
!Bryant Jackmond (w/encl)
!Don Forbes (w/encl)

9846

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH

A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
TELECOPIER 503-222-5290
TELEPHONE 503-224-0055

795 CITIZENS BUILDING
975 OAK STREET
EUGENE, OREGON 97401
TELECOPIER 503-484-9779
TELEPHONE 503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

RECEIVED
STATE HWY ENGR
SEP 26 '88
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

September 16, 1988

William F. Cloran
Assistant Attorney General
450 Justice Center
Salem, OR 97310

Re: Baker Rock v. State of Oregon, et al. Washington County Case No. 87-0377-C

Dear Bill:

We have reviewed your answer and affirmative defenses.

The purpose of this letter is to comply with UTCR 5.010 and attempt to resolve our pleading disputes with you amicably without having to bring them to the court's attention by motion. I would appreciate your earliest possible attention and response to our concerns.

1. Notice Defense

With respect to your First Affirmative Defense alleging failure of notice, the allegations must be made substantially more definite and certain. The second amended complaint, in paragraphs 7 A-K through paragraph 21 alleges no fewer than 13 separate breaches for which additional compensation is sought. Although we do not agree, your answer contends that Section 109.05 applies to each of the claims, even though the claims do not seek compensation for "extra work", and only seek payment under the contract for work performed (see, e.g., paragraphs 20 and 21), of for alterd work under Section 109.04. Further, your affirmative defense acknowledges that some notice was given (you alleged that plaintiff "failed to provide notice ... in a timely manner and in sufficient detail"). Therefore, in order to allow us to prepare to meet this affirmative defense, the pleading must be more definite and certain with respect to each of the individual

NOTED
SHE'S OFFICE

breaches and claims for additional compensation and specify as to each alleged breach:

1. Whether defendant alleges that no notice was ever received; and
2. If notice was received, specify both how the notice was allegedly untimely (by giving the date or dates on which notice allegedly should have been given and the date or dates upon which notice was actually given).

In addition, you must strike the words "and in sufficient detail" from lines 18 and 19 of page 8, in paragraph 39 of that affirmative defense. Nowhere in contract provision 109.05 is there any reference to the detail required in any extra work notice. If you contend that there is a specific level of detail required under the contract, then for each claim and for each notice you will need to specify exactly how the notice failed to provide "sufficient detail" to place defendant state of Oregon on notice of claim.

Finally, to the extent that the section is even applicable, the language of Section 109.05 states that "... or if the engineer is not afforded proper facilities by the contractor for keeping strict account of actual costs, then the contractor hereby agrees to waive the claim ..." Nowhere in your affirmative defense have you alleged that defendant state of Oregon made any request of the contractor for any information or for "facilities" to perform any accounting. You need to make your answer more definite and certain with respect to each claim by alleging whether and when defendant requested any "facilities", and specifically how, and by whom, those facilities were allegedly denied. Because the essence of the "lack of facilities" argument is essentially a waiver based on alleged prejudice, it is incumbent upon the state to allege the specifics of how it was prejudiced as to each claim. Your present pleading falls far short of allowing plaintiffs to understand the exact nature of defendant's position with respect to each component of the claim.

As it stands, we can't tell whether OSHD contends that it never received any notice of any claims, or whether OSHD acknowledges receiving some notice of various of the claims, and the specifics of how the notices which were received are alleged to be untimely. We are also unable to determine from the present pleading any specifics regarding the "lack of facilities" defense. I would expect that your pleading would track the claims in the complaint and for each claim allege whether a notice was received or not received, and if received, specify whether and how the notices were allegedly not in compliance with the terms of the contract as to timeliness, detail, or facilities. 2. Engineer's Decision With respect to your Second Affirmative Defense based on the purported decision of the engineer, (which "decision" is non-existent) you and I both know that the position which you are taking in litigation is directly contrary to the interpretation placed by the OSHD on its own contract. You also know that the OSHD has specifically disclaimed the position which you are advancing. Attached hereto as Exhibits 1, 2, and 3 are copies of correspondence with which I am sure you are familiar. As you recall, former State Highway Engineer Larry Rulien and your fellow assistant attorney general Bob Muir have made specific representations to Congressman Whitty and the House Committee on Intergovernmental Affairs that the provision at issue does not require the contractor to prove fraud, bad faith, or failure to exercise honest judgment in order to recover money damages. You are also well-aware of the OSHD's profound embarrassment when we pointed out to the House Committee the numerous lawsuits in which you were taking a contrary position.

3. Alleged Failure of Condition Precedent

With respect to your Third Affirmative Defense purporting to allege a failure of condition precedent, you have obviously confused the pleading requirements of ORCP 20 A. ORCP 20 A specifically requires a party to allege the manner in which the other party has failed to perform all conditions precedent. Your purported affirmative defense fails as a matter of law because the implied contractual obligation which you allege does not constitute a condition precedent to Baker's right to enforce OSHD's obligations. Your defense is, rather, a thinly disguised frivolous matter designed to "throw the skunk in the jury box", and has nothing whatsoever to do with Baker's performance or failure to perform all express conditions precedent on its part to be performed under the contract.

Very truly yours,

Robert L. O'Halloran

Robert L. O'Halloran

RLO/me

cc: Baker Rock Crushing
Attn: Jim Records

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 27, 1988

SAME LETTER SENT TO ALL
MEMBERS OF THE HOUSE
COMMITTE ON INTERGOVERNMENTAL AFFAIRS

In Reply Refer to
File No.: CON

The Honorable Jim Whitty
State Representative
House Committee on Intergovernmental Affairs
HC 52, Box 658
Coos Bay, OR 97420

During the 1987 Legislative Session, the House Committee on Intergovernmental Affairs considered proposed legislation concerning Oregon State Highway Division's Standard Specifications for highway contracts as those specifications relate to the "authority of the engineer". Subsequently, the House Committee on Intergovernmental Affairs conveyed its interest in this matter to me by letter of June 16, 1987.

As stated in our testimony before this Committee, we do not feel that the current specification concerning the "authority of the engineer" deprives a contractor of the rights of due process. I referred this matter, together with your letter to the Department of Justice for review and comment. Their response is summarized as follows:

1. Question: Does the language of the specification, coupled with at least one decision of the Oregon Supreme Court, effectively bar public contractors from seeking arbitration or a judicial remedy from the effects of the Engineer's decisions unless the contractor first proves to a court that the Engineer's decisions were fraudulent, in bad faith, or the failure to exercise honest judgment?

   Response: The answer is no as it pertains to effects resulting in monetary damages.

   The answer is yes as it relates to other than monetary damages.

2. Question: Does the contractual provision require the contractor to waive its constitutional right to a remedy by due course of law for injury?

   Response: Absolutely not.

EXHIBIT 3

Form 734-3122 (1-87)

3. Question: Does subsection 105.01 comport with the Oregon Administrative Procedures Act which provides a procedure for appeal of government decisions?

Response: It may be argued that an Engineer's decision is an "order in other than a contested case" for the purposes of ORS 183.484, which confers jurisdiction for judicial review of such orders upon the Circuit Court. If the decision is subject to the APA, the contract does not prohibit judicial review of the decision.

A full copy of the response from the Department of Justice is enclosed for your further information.

While the Department of Justice response confirms our belief that the current "authority of the engineer" contract specification does not deprive contractors of their right to due process, I am nonetheless troubled by the concerns voiced in your letter and by the concerns of the contractors. I therefore requested my staff to develop contract language that would resolve the problem. They have done so and have developed a revision to Section 105.01 of our contract Standard Specifications as follows:

> "Subsection 105.01 Authority of the Engineer - The Engineer will decide all questions which may arise as to the quantity, quality and acceptability of materials furnished and work performed and as to the rate of progress of the work; all questions that may arise as to the interpretation of the plans and specifications; and as to the acceptable fulfillment of the contract on the part of the Contractor. The Engineer's estimates and decisions in these matters shall be [final,] binding [and conclusive] upon all parties to the contract. However, the contractor is not precluded by this subsection from receiving additional compensation under Section 109."
>
> (Note: Words in brackets are deleted. Words underlined are added.)

Section 109 of the Standard Specifications covers all items of payment to contractors and includes original contract work, altered or changed work, added or extra work, and claims for additional compensation. We feel that the above specification change retains the necessary day-to-day administrative control of the work and informs contractors of their due process rights for compensation.

We have not completed the forthcoming revision of our Standard Specifications for Highway Construction and want to include the above in that revision and in contracts to be awarded prior to the revision. I would appreciate your comments on the proposed revision to the "authority of the engineer" specification.

A copy of this letter is being sent to the Associated General Contractors and we also request their response and comments.

Larry Rulien
State Highway Engineer

Enclosure

cc Association of Oregon Counties
   League of Oregon Cities
   ✓Associated General Contractors

SAME LETTER SENT TO:

The Honorable Al Young, Chairman
House Committee on Intergovernmental Affairs
917 NW 7th
Hillsboro, OR 97124

The Honorable George Trahern
State Representative
House Committee on Intergovernmental Affairs
4011 Williams Hwy.
Grants Pass, OR 97526

The Honorable Delna Jones
State Representative
House Committee on Intergovernmental Affairs
1625 SW Pheasant Dr.
Aloha, OR 97006

The Honorable Bill Dwyer
State Representative
House Committee on Intergovernmental Affairs
887 N. 57th Street
Springfield, OR 97477

The Honorable Ron Cease
State Representative
House Committee on Intergovernmental Affairs
2625 NE Hancock
Portland, OR 97212

The Honorable Gene Sayler
State Representative
House Committee on Intergovernmental Affairs
6425 SE Yamhill
Portland, OR 97215

The Honorable Jim Whitty
State Representative
House Committee on Intergovernmental Affairs
HC 52, Box 658
Coos Bay, OR 97420

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
GENERAL COUNSEL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4620

file
RLO/AGC

BOB O'HALLORAN

RECEIVED
FEB 11 1988
OREGON-COLUMBIA CHAPTER
ASSOCIATED GENERAL CONTRACTORS

December 18, 1987

RECEIVED
STATE HWY ENGR
DEC 18 '87
REFER TO
FOR

Larry Rulien,
State Highway Engineer
Highway Division
102 Transportation Building
Salem, OR 97310

Re: Legislative concerns related to
standard specification 105.01
DOJ File No. 734-240

Dear Mr. Rulien:

You have asked for advice from our office concerning the matters raised by the House Committee on Intergovernmental Affairs in a letter dated June 16, 1987, which questions the fairness of section 105.01 of the Standard Specifications for Highway Construction - Oregon 1987. Specifically, the Committee is concerned with the following language of subsection 105.01:

> "The Engineer will decide all questions which may arise as to the quantity, quality and acceptability of materials furnished and work performed and as to the rate of progress of the work; * * *
>
> "The Engineer's estimates and decisions in these matters shall be final, binding and conclusive upon all parties to the contract."

The Committee has expressed several concerns, which I will rephrase as questions and then briefly answer before discussing the basis of the answers given.

EXHIBIT 2

(1) Does the language in the foregoing specification, coupled with at least one decision of the Oregon Supreme Court effectively bar public contractors from seeking arbitration or a judicial remedy from the effects of the Engineer's decisions unless the contractors first prove to a court that the Engineer's decisions were fraudulent, in bad faith or the result of a failure to exercise honest judgment?

Because there is more than one possible type of "effect" resulting from an Engineer's decision, there is more than one answer to this question. The answer is no as it pertains to effects resulting in monetary damages. The answer is yes as it relates to other than monetary damages.

(2) Does the contractual provision require the contractor to waive its constitutional right to a remedy by due course of law for injury?

Absolutely not. Under standard specification 109.105, the contractor may make a claim for extra compensation if caused by the Engineer's decision under subsection 105.01. Furthermore, subsection 109.05 expressly contemplates suits or actions to collect or enforce claims filed in accordance with this subsection and proof of such a claim is by a preponderance of the evidence. A claim for additional compensation does not require proof that the Engineer's decision was fraudulent, in bad faith or the result of a failure to exercise on its honest ? judgment.

(3) Does subsection 105.01 comport with the Oregon Administrative Procedures Act which provides a procedure for appeal of governmental decisions?

It may be argued that an Engineer's decision is an "order in other than a contested case" for the purposes of ORS 183.484, which confers jurisdiction for judicial review of such orders upon the circuit court. If the decision is subject to the APA, the contract does not prohibit judicial review of the decision.

DISCUSSION

1. Although A Contractor May Obtain Judicial Relief From An Engineer's Decision Under Subsection 105.01 Only Under Very Limited Conditions, No Such Conditions Limit A Contractor's Claim For Additional Compensation Under Subsection 109.05.

Subsection 105.01 states clearly and unambiguously that the Engineer's estimates and decisions regarding the quantity, quality and acceptability of materials furnished and work

Need some discussion of the ORE Supreme Ct decision(s) & how related to this discussion.

performed and as to the rate of progress of the work shall be final, binding and conclusive upon all parties to the contract. The purpose of this provision is one which is not questioned by the Committee. The subsection enables the State Highway Engineer to control the decisions and work on a highway contract. However, the Committee notes that if

> "* * * a decision is made that has an adverse monetary effect on a contractor, the State should provide a clear method allowing the effects to be subject to arbitration or litigation without the additional burden of proving fraud, bad faith or the failure to exercise honest judgment."

In fact, in subsection 109.05 of the Standard Specifications For Highway Construction - Oregon 1984, the state does clearly provide for administrative and judicial remedies for an adverse monetary effect on the contractor resulting from an Engineer's decision, which do not require proof of fraud, bad faith or the failure to exercise honest judgment.

As you are aware, 109.05 permits the contractor to file a claim for extra compensation at any time when, in the opinion of the contractor "any situation arises which entitles him or will entitle him to compensation additional to that which he will receive under the contract as bid and under previously issued extra work orders, price agreements and supplemental agreements."

The subsection goes on to state that the requirements of the subsection apply to claims for an allowance for changes or alterations in the plans, quantities or details of construction as described in subsections 104.02 and 109.04, "as well as to claims for additional or extra compensation arising from any other situations which may occur except for claims of error in the final estimate is provided in subsection 109.15." (Emphasis supplied.) as

Subsection 109.05 requires that the Engineer consider and investigate the claim or claims of the contractor for additional compensation and to promptly advise the contractor of his decision to accept or reject the claim or claims in full or in part. It expressly provides that the contractor "shall commence any suit or action to collect or enforce any claim filed in accordance with subsection 109.05 within a period of one year following the mailing of the Engineer's full or partial denial, or within one year following the date of 'Second Notification,' whichever is later." If a suit or action is not commenced within the one year period, the contractor expressly waives any and all claims for additional compensation and any and all causes or suits of action for the enforcement thereof that he might have had.

Thus, although the contractor has no judicial relief from an Engineer's decision under subsection 105.01, unless the contractor can establish that the Engineer's decision was fraudulent, in bad faith or the result of failure to exercise honest judgment, the contractor may obtain additional compensation under subsection 109.05 whenever an Engineer's decision results in a monetary loss to the contractor which was not reasonably foreseeable at the time the contract was created.

2. Assuming That An Engineer's Decision Under Subsection 105.01 Is Subject To The Oregon APA, It Substantially Comports With That Law.

Actions of the Highway Division of the Oregon Department of Transportation are not expressly exempted from the requirements of the Oregon Administrative Procedures Act and, therefore, are subject to it. See ORS 183.315. The Committee is concerned that subsection 105.01 does not comport with the Oregon Administrative Procedures Act which provides a procedure for appeal of government decisions. However, by its terms, subsection 105.01 does not prohibit, but rather is silent on, the question of judicial review under the APA. In fact, although the subsection expressly states that the Engineer's estimates and decisions under the subsection "shall be final, binding and conclusive," the estimates and decisions are not, under common law, "final" if a court of law determines that they were fraudulent, in bad faith or the result of a failure to exercise honest judgment. The subsection does not prohibit the contractor from seeking judicial review in a court; like the APA itself, it simply limits the discretion of the circuit court in that review.

Judicial review of agency's actions under the APA take several forms, depending upon the nature of the action. Jurisdiction for review of contested cases is conferred upon the Court of Appeals. ORS 183.482. ORS 183.310(2)(a) defines a "contested case" as a proceeding before an agency in which the individual's legal rights, duties or privileges of specific parties are required by statute or constitution to be determined only after agency hearing which such specific parties are entitled to appear and be heard. It also applies where the agency has discretion to suspend or revoke a right or privilege of a person or for the suspension, revocation or refusal to renew or issue a license where a hearing is requested or where the agency by rule or order provides for hearing substantially in character with those required by the contested case statutes. An Engineer's decision under subsection 105.01 satisfies none of the criteria of a "contested case."

However, the Engineer's decision probably satisfies the definition of an "order" under ORS 183.310(5)(a):

> "'Order' means any agency action expressed orally or in writing directed to a named person or named persons, other than employes, officers or members of an agency."

Therefore, an Engineer's decision probably constitutes an "order in other than a contested case" for the purposes of ORS 183.484. See Pen-Nor v. Oregon State Board of Higher Education, 84 Or App 502, ____ P2d ____ (1987). Jurisdiction for judicial review of orders other than contested cases is conferred upon the circuit court. ORS 183.484(4) provides:

> "The court may affirm, reverse or remand the order. If the court finds that the agency has erroneously interpreted a provision of law and that a correct interpretation compels a particular action, it shall:
>
> "(A) Set aside or modify the order; or
>
> "(B) Remand the case to the agency for further action under a correct interpretation of the provision of law.
>
> "(b) The court shall remand the order to the agency if it finds the agency's exercise of discretion to be:
>
> "(A) Outside the range of discretion delegated to the agency by law;
>
> "(B) Inconsistent with an agency rule, an officially stated agency position, or a prior agency practice, if the inconsistency is not explained by the agency; or
>
> "(C) Otherwise in violation of a constitutional or statutory provision.

> "(C)(c) The court shall set aside or remand the order if it finds the order is not supported by substantial evidence in the record. Substantial evidence exists to support a finding of fact when the record, viewed as a whole, would permit a reasonable person to make that finding."

When the provisions of subsection 105.01 are compared with the criteria for reversal or remand of an order in other than a contested case under ORS 183.484, it becomes evident that the contractual provision does not limit the appeal rights under the APA. The Engineer's decision, under the common law rule of Friberg v. Elrod, 136 Or 186, 296 P 1061 (1931), will be viewed as final and binding absent a finding of fraud or gross mistake on the part of the Engineer. An Engineer's decision concerning quantity, quality and acceptability of material does not involve an interpretation of any provision of law. It is not outside the range of discretion delegated to the agency by law. If the Engineer's decision is inconsistent with agency rule, an officially stated agency position or prior agency practice which is not explained by the agency, it would constitute a gross mistake. Engineer's decisions under subsection 105.01 are not based upon any statutory or constitutional provision. Thus, if it demonstrated in the circuit court that there is substantial evidence to support the Engineer's decision, it will not be found to constitute a gross mistake or fraud and will be upheld. In short, an Engineer's decision may be reviewed by the circuit court consistent with ORS 183.484.

CONCLUSION

The House Committee has expressed some interest in the Federal Contract Disputes Act as an alternative to the remedies provided for in the Standard Specifications for Highway Construction - Oregon 1984. However, as has been demonstrated, the Standard Specifications protect the constitutional rights of contractors to seek judicial relief when they have suffered monetary damages as a result of an Engineer's decision. Ted Litchfield, your Specifications Engineer, has examined the contract forms in use by all 50 states and the District of Columbia and has found that 22 of the 51 jurisdictions use provisions virtually identical to that of Oregon's Standard Specification 105.01. In fact, the specification is based upon specification 105.01 promulgated by the American Association of State Highway and Transportation Officials (AASHTO). AASHTO is nationally and internationally recognized as the technical authority on highway construction. Thus, these specifications are widely used and well understood by most contractors. I can see no practical reason for adopting the dispute resolution provisions of the Federal Contract Disputes Act unless and until it is demonstrated that the Standard Specifications do not provide adequate procedural protections for the legal interests of contractors.

Sincerely,

Robert W. Muir

Robert W. Muir
Assistant Attorney General

RWM:cfs/3846G

Chair:
Representative Al Young

Vice-chair:
Representative George Trahern

Staff:
Jack Nelson, Administrator
Carol Bupp Nelson, Assistant

Members:
Representative Ron Cease
Representative Bill Dwyer
Representative Delna Jones
Representative Gene Sayler
Representative Jim Whitty

SIXTY-FOURTH LEGISLATIVE ASSEMBLY

HOUSE COMMITTEE ON
INTERGOVERNMENTAL AFFAIRS
453-E State Capitol
Salem, Oregon 97310
(503) 378-5781

RECEIVED
STATE HWY ENGR
JUN 18 '87
REFER TO
Hunter
VGH By 6/26

16 June 1987

Larry Rulien
State Highway Engineer
Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

In the course of a public hearing on legislation before our Committtee, the House Committee on Intergovernmental Affairs, we addressed a proposal that was intended to nullify the effects of one section of the specifications of the State Highway Division imposed on construction contractors.

The section in question relates to control of the work and contains the following language in subsection 105.01:

> "The Engineer will decide all questions which may arise as to the quantity, quality and acceptability of materials furnished and work performed and as to the rate of progress of the work."

Continuing, this subsection says:

> "The Engineer's estimates and decisions in these matters shall be final, binding and conclusive upon all parties to the contract."

We are of the opinion that the language in your specifications, coupled with at least one decision of the Oregon Supreme Court, effectively bars public contractors from seeking arbitration or judicial remedy from the effects of your Engineer's decisions unless the contractors first prove to a court that your Engineer's decisions were fraudulent, in bad faith or the result of a failure to exercise honest judgement. This places an almost impossible condition upon those contractors and subcontractors who claim they have suffered monetary damages as a result of these decisions.

In addition, we note that the Constitution of the State of Oregon guarantees remedy by due course of law for injury. We believe that the specification in question requires contractors to contract away their right to seek such remedy. We also note that this specification does not comport with the Oregon Administrative Procedures Act which, as you know, provides a procedure for appeal of government decisions.

EXHIBIT 1

We did not act on the proposed legislation before the Committee for this reason - although we viewed the thrust of the legislation favorably, we were informed by the State Highway Division that they are currently in the process of revising their standard specifications. Representatives of the Highway Division emphasized that the problem can be resolved in this manner, in the absence of specific legislation.

The Committee clearly does not question the right of a public contracting agency to control the work on a public works contract. Decisions must be made during the progress of the work and it is proper that contracts should contain a provision requiring claims be made within a reasonable period of time. If, however, a decision is made that has an adverse monetary effect on a contractor, the State should provide a clear method allowing the effects to be subject to arbitration or litigation without the additional burden of proving fraud, bad faith or the failure to exercise honest judgement. This, we strongly feel, is a public policy that could only be construed as fair and equitable to those who enter into contracts with state agencies and lcoal governments in Oregon.

Accordingly, the Members of the House Committee on Intergovernmental Affairs of the 1987 Session of the Oregon Legislature convey to you their recommendation that the specifications of the State Highway Division of the Oregon Department of Transportation be altered to accomplish the goal of " providing an avenue of appeal of the monetary effects of such decisions". In this regard, we would note such is provided in the Federal Contract Disputes Act - and we would urge your consideration of the appropriateness of emulating the conditions of that Act.

By directing a copy of this letter to the Association of Oregon Counties and the League of Oregon Cities, we are suggesting the same be accomplished in all other public works specifications, such as those produced the the Oregon Chapter of the American Public Works Association.

The House Intergovernmental Affairs Committee is confident that this letter serves to convey our very serious interest in this issue. We therefore ask that we be kept individually advised of your action in this regard.

Sincerely,

Al Young
REP. AL YOUNG
CHAIRMAN

REP. GEORGE TRAHERN
VICE-CHAIRMAN

REP. DELNA JONES

Bill Dwyer
REP. BILL DWYER

Ron Cease
REP. RON CEASE

Gene Sayler
REP. GENE SAYLER

Jim Whitty
REP. JIM WHITTY

H-IGA:csn
cc: League of Oregon Cities / Association of Oregon Counties / Associated General Contractors

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9022(9)

2. STATE PROJECT NO.

2A. COUNTY NAME
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10066

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 3 '88
REFER TO
Gilmour
FOR

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
December 15, 1987	FAU 9022	City Street

10. GENERAL LOCATION:
E. Main St. - E.C.L. (Hillsboro)

11. GENERAL DESCRIPTION OF WORK
To set up separate account for claim defense

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 12/15/87 as requested in Mr. Fredrickson's letter of 2/12/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 6 is approved to a TEC of $35,000; Federal Funds $29,750.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/29/88		For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9846

January 20, 1988

CON 5 - 9846

Insurance Company of North America
P. O. Box C-90026
Bellevue, WA 98009

Contract No. 9846 awarded to Baker Rock Crushing Co. for work on the East Main Street-E.C.L. (Hillsboro) Section of Cornell Road in Washington County was completed on July 24, 1987, and accepted by the State Highway Division on January 11, 1988.

Final payment in the amount of $13,612.08 will be released to the contractor after January 25, 1988. The total contract amount is $2,675,342.74 including $57,773.20 for work performed under force account.

You have been previously notified of a claim filed against the performance bond on this contract which has been released.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Baker Rock Crushing Co.
21880 SW Farmington Road
Beaverton, OR 97007

Emery & Karrigan, Inc.
123 NE 3rd Avenue, Suite 465
Portland, OR 97232

bc: C. O. Fredrickson
Walt Hart
Mike Gander
Rick Kuehn

9846

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9846

TO: Commission Services

DATE: January 11, 1988

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9846, On Site Work Substantially Completed December 12, 1985

All Work Completed July 24, 1987

Project E. Main St.-E.C.L. (Hillsboro)

Highway Cornell Road

County Washingtion

Type of Work Grade, Pave, Sign, Signals & Landscaping

Contractor Baker Rock Crushing Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
JAN 15 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Surety letter written 1-20-88.

81-125-1387

STATE OF OREGON

Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5
9846

TO: Caroline Philp
General Files

DATE: August 24, 1987

FROM: Ron Kleinschmit
Contract Claims Coordinator

SUBJECT: **Confidential Claim File**
E. Main Street-E.C.L. (Hillsboro)
Contract No. 9846
Cornell Road
Washington County
Baker Rock vs State and City of Hillsboro
Litigation Request for Discovery
Complaint No. 87-0377C

This memo is to be treated as confidential, prepared at the request and direction of William Cloran, Assistant Attorney General for the State of Oregon, representing the Highway Division in this matter. No copies should be made or distributed without conferring with Mr. Cloran. This memo should be filed in a separate file in the contract records, marked as litigation 87-0377C file.

The contractor on the above project, Baker Rock Crushing Co., has filed litigation related to a construction claim. Attached is a copy of a formal request for discovery related to that litigation. Please read the request carefully. Failure of the Division to produce the documents in a timely fashion is usually detrimental to our position.

Please assemble the documents in your possession, pack them in standard storage boxes (large archive boxes are okay for rolls of X-sections, maps, etc.), prepare an inventory of the included information suitable for indexing, and return receipt acknowledgement. Clearly mark each carton as to originator, number the cartons, and make arrangements to have them shipped or delivered to the Construction Office in care of myself.

If the files in your possession may not be removed from their area due to administrative rule, please prepare the same inventory and submit to me. It is preferred that machine copies be sent with the inventory rather than scheduling a discovery at your site.

The date for delivery to this office is by Tuesday, September 15, 1987, to allow the Division's attorney time to review the documents as to discoverability. If for any reason you cannot make this date, please notify me immediately.

81-125-1387

If you have no documents in your possession or under the control of your Section, simply note same on a copy of this letter and return to me. Any core samples in existence should be noted on a copy of this letter for our information, and retained at their present site. Particular effort should be made to locate all forms of diaries and telephone logs. These are often overlooked; although they may not be job specific they may contain important information.

Thank you for your assistance. Every effort will be made to return the documents to you in a timely fashion.

RJK:mk

cc: With Request Attached:

Ken Karnosh
Bruce Walton
Carol Lopez
William Quinn
Fran Neavoll
Walter Hart
D. O. Christensen

Roger Trygstad
Marion Craft
Robert Heard
Bill Harlon
Herm Mitzel
Ted Litchfield
Wayne Cobine

08216m

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF WASHINGTON

RECEIVED
AUG [illegible]
CONSTRUCTION
SECTION
CE ___ CAE ___
CCE ___ OM ___
OE ___
CA ___
CAM ___
EEO ___
SPC ___ TC ___
SA ___ CC ___
FILE ___

BAKER ROCK CRUSHING CO., an
Oregon corporation,

Plaintiff,

vs.

STATE OF OREGON; and the CITY
OF HILLSBORO,

Defendants.

No. 87-0377C

PLAINTIFF'S FIRST
REQUEST FOR PRODUCTION

To: Douglas Stamm, counsel for the City of Hillsboro, and William Cloran, counsel for the State of Oregon.

Pursuant to ORCP 43, plaintiff requests that each defendant produce for inspection and copying by September 18, 1987, at 9:00 a.m., at the office of the Department of Transportation for the State of Oregon's documents, in the City of Salem, to be designated by William Cloran and at the offices of the City of Hillsboro in the city of Hillsboro, to be designated by Douglas Stamm, the following described documents:

DEFINITIONS

A. The term "person" means, inclusively, an individual, partnership, corporation, or other entity or organization.

B. Where reference is made to any date or any figure, such reference is intended to connote an approximation.

C. "Document" or "documents" is meant to include all items within the scope of Oregon Rule of Civil Procedure 43 and, without limiting its generality, contracts, agreements, correspondence, letters, telegrams, reports, records, schedules, diaries, calendars, appointment books, invoices, purchase orders, books, pamphlets, accounting records and worksheets, time slips, computer inputs or outputs, charts, diagrams, notes, estimates, summaries, appraisals, inventories, minutes of meetings and memoranda, including intercorporate, intracorporate, interoffice and intraoffice memoranda, and memoranda regarding conferences, conversations or telephone conversations, any and all taped, recorded, written, printed or typed matters of any kind or description, unless otherwise specified herein.

D. When correspondence between one or more persons is requested, the request is meant to include, without limiting its generality, any document or documents given, sent, or shown by one such person to one or more other such persons however transmitted or delivered, and whether or not retained by the recipient or recipients at the time of transmittal or delivery.

E. Each draft or version of each document is included within the definition as are all attachments, exhibits, and enclosures included within all such drafts or versions.

INSTRUCTIONS FOR USE

A. Produce all documents or any parts or segments thereof which are in your possession or subject to your possession, custody, control or access. As to any document which you fail to produce, state the location and address where such document can be found, the name of the person who possesses such document, when such document left your possession, and the reasons why you cannot produce such document.

B. If any document is withheld under claim of privilege, you are required to:

(a) Identify each document with sufficient particularity as to author(s), addressee(s), recipient(s) and content to allow the plaintiff to bring the matter before the Court;

(b) The nature of the privilege(s) asserted; and

(c) The factual basis for the claim of privilege.

C. This request is a continuing one. If, after producing documents, defendants obtain or become aware of any further documents responsive to this Request, defendants are required to produce such additional documents.

REQUESTED DOCUMENTS

1. All correspondence between the State of Oregon and the City of Hillsboro relating to the project known as East Main Street-ECL (Hillsboro) Section Cornell Road -- Contract No. 9846 (the "Project"). This includes all predesign, design, and performance written communications.

2. All drafts of any drawings prepared by either the City of Hillsboro or the State of Oregon for the Project.

3. Any design memoranda prepared by either the City of Hillsboro or the State of Oregon in connection with the Project.

4. All estimates prepared by either the City of Hillsboro or the State of Oregon in connection with the design cost and the performance cost or both for the Project.

///

///

5. All schedules prepared by either the City of Hillsboro or the State of Oregon for the Project, whether they relate to design or performance of the actual construction.

6. All billings from the State of Oregon to the City of Hillsboro or from the City of Hillsboro to the State of Oregon and all evidence of payment thereof.

7. All billings of any nature from either the State of Oregon or the City of Hillsboro to any federal agency.

8. Any evidence of payment received from any federal agency by either the State of Oregon or the City of Hillsboro relating to the Project.

9. Any newspaper clippings in either the State of Oregon or the City of Hillsboro files relating to the Project.

10. All correspondence between either the City of Hillsboro or the State of Oregon and the contractor.

11. Any daily reports, diaries, progress reports, weekly reports, monthly reports, observation reports, or any other writing made by any person in connection with the Project, or an observation of the work.

12. All calculations done in preparation for pay estimates for each month relating to the Project by either the State of Oregon or the City of Hillsboro.

13. All pay estimates prepared by either the State of Oregon or the City of Hillsboro relating to the Project.

///

///

14. All quantity measurements of any nature kept by either the State of Oregon or the City of Hillsboro relating to the Project.

15. All correspondence between the project manager's office and the regional office relating to the Project.

16. All correspondence between the regional office and the headquarters office relating to the Project.

17. All correspondence between the State of Oregon project manager's office and the Salem office relating to the Project.

18. Any writings which show an analysis of Baker Rock Crushing Co.'s claim or claims submitted to the State of Oregon.

DATED this 14 day of August, 1987.

ALLEN, KILMER, SCHRADER,
YAZBECK & CHENOWETH, P.C.

JOSEPH A. YAZBECK, JR., OSB# 77400
Of Attorneys for Plaintiff

Trial Attorney:
JOSEPH A. YAZBECK, JR.

CERTIFICATE OF SERVICE

I hereby certify that I served a copy of the foregoing First Request for Production of Documents on the following parties by hand delivery or mailing, postage prepaid, addressed as follows:

Douglas A. Stamm
Delo & Stamm
Suite 1437
900 S.W. Fifth Avenue
Portland, OR 97204

William F. Cloran
Assistant Attorney General
450 Justice Center
Salem, OR 97310

CERTIFIED A TRUE COPY:

____
Of Attorney for Plaintiff

Dated : 14 August 87

____
Joseph A. Yazbeck, Jr. OSB #77400

9846

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: May 6, 1987

In Reply Refer to File No.:
CON 5
9846

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Bruce M Walton
for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-9022(9)

Contract 9846, Work Completed December 12, 1985

Project E. Main Street-E.C.L. (Hillsboro)

Highway Cornell Road

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 4-23-87

LMH
for Dale E. Wilken
Division Administrator

BMW:11

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
MAY 12 '87
REFER TO
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

NOTED
LARRY RULIEN

RECEIVED
MAY - 7 1987
OREGON DIVISION

Form 734-3122 (1-87)

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
MAY 1 '87
REFER TO
Fredrickson
FOR

C 5/1

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 6	COUNTY Washington	DIVISION Oregon

IN COMPANY WITH
Bob Heard, Marion Craft, Arthur Sasse; OSHD and Roy Gibson, City of Hillsboro

DATE OF INSPECTION 4/23/87	INSPECTION MADE BY W. H. Kappus, Area Engineer and Larry Heil, Assistant Area Engineer	PROJECT NO. IX-9022(9)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK SEE BELOW	TIME ELAPSED 127 %	WORK COMPLETED 100 %

EAST MAIN ST. - EAST CITY LIMITS (HILLSBORO)
CORNELL ROAD
Grading, Paving, Signing, Signals & Landscaping

NOTED
E. SCHWART

This project provided for the reconstruction of the existing 2-lane highway to a 4-lane highway with curbs and sidewalks. Left-turn refuges were provided at cross-streets and 5-foot bike lanes were also provided on the less urbanized east half of the project.

The contract work was awarded to Baker Rock Crushing Company on 7/6/84. Work started 7/11/84 and was completed 12/12/85. A 114 calendar day time extension was granted for additional work, base rock quantity overrun and unanticipated subgrade stabilization problems. The time extension negated any necessity for liquidated damages. The final project cost of $3,017,308 overran the original authorization by 10% due to sub-exavation of the unsuitable subgrade, provision for geotextile fabric to stabilize the subgrade, aggregate base used for backfilling said sub-excavation and overruns in other underestimated bid items. A detailed statement of overruns, underruns, price agreements and extra work orders is attached to the Division Office copy of this report.

Approximately $919,120 in claims have been filed involving a 251% increased aggregate base plan quantity and an alignment change in the vicinity of Dawson Creek. The State's preliminary claim evaluation indicates that approximately $6,000 can be justified for added material handling costs involved in the alignment change.

Materials price adjustments included; $4,145.75 for non-spec galvanizing of single sign supports, $3,755.63 for non-spec CTB gradation, $409.44 for non-spec aggregate base gradation and $8,815.99 for non-spec asphalt concrete gradations, compaction and AC content.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

2846

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PF ECTS

WEEK ENDING	APRIL 18,1987
PROJECT NAME (SECTION)	East Main St. - E.C.L. (Hillsboro)
CONTRACT NO	9846
HIGHWAY	Cornell Road
COUNTY	Washington
F A PROJECT NO	IX 9022 (9)
CONTRACTOR	Baker Rock
KIND OF WORK	Grading Paving Signals Signing Landscape
DATE OF AWARD	July 9, 1984
FIRST NOTIFICATION DATE	July 11, 1984
ESTIMATED DATE OF COMPLETION, OR	
SECOND NOTIFICATION DATE AND	December 12, 1985
ESTIMATED SEMIFINAL SUBMITTAL DATE	

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 2,939,432.45

ESTIMATED PROJECT COST $ 3,020,295.50

ESTIMATED PERCENT OVERRUN/UNDERRUN 3.2 %

ENGINEERING

AUTHORIZATION $ 279,000.00

COST THIS WEEK $ 600.00

TOTAL TO DATE $ 335,646.00

PERCENT OF AUTHORIZATION 120 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
CD	/ /	514	509.0	99	NO
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	35,000 TN	48,000 TN	17,000 TN			
EST. CORRECTED QUANTITIES	37,986 TN	42,478 TN	19,178 TN			
EST. PERFORMED TO DATE	37,986 TN	42,478 TN	19,178 TN			
PERCENT PERFORMED TO DATE	100	100	100	100	100	100

ACTIVITIES THIS WEEK:

Semi-final submitted to Region on April 16,1987.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

This will be the last report.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Robert Heard

Robert Heard

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9022(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10066

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 16 '86
REFER TO [illegible]

7. DATE AUTHORIZATION EFFECTIVE November 4, 1986

8. FEDERAL ROUTE NUMBER FAU 9022

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

East Main Street - East City Limits (Hillsboro) Section

11. GENERAL DESCRIPTION OF WORK

Project monumentation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/4/86 as requested in Mr. Fredrickson's letter of 9/8/86 as being cost effective for the use of City of Hillsboro forces to proceed with the above work.

State Force Order No. 6 is approved to a TEC of $3,543.33; Federal Funds $3,011.

14. DATE 12/15/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hammer

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PR ECTS

WEEK ENDING: November 8, 1986

CONTRACT NO: 9846

F A PROJECT NO: IX-9022 (9)

DATE OF AWARD: July 6, 1984

FIRST NOTIFICATION DATE: July 11, 1984

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: December 12, 1985

ESTIMATED SEMIFINAL SUBMITTAL DATE: December 15, 1986

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100%

PROJECT NAME (SECTION): E. Main St.-E.C.L. (Hillsboro)

HIGHWAY: Cornell Road

COUNTY: Washington

CONTRACTOR: Baker Rock Crushing Co.

KIND OF WORK: Grading, Paving, Signing, Sig, Landscaping

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 2,939,432.00

ESTIMATED PROJECT COST $ 3,032,276.00

ESTIMATED PERCENT OVERRUN/~~UNDERRUN~~ 3.2 %

ENGINEERING

AUTHORIZATION $ 279,000.00

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 317,459.00

PERCENT OF AUTHORIZATION 113 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
CD	/ /	514	509.0	99	Yes
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	3,500 cy	4,800 tn	1,700 tn			
EST. CORRECTED QUANTITIES	37,961 cy	42,478 tn	19,250 tn			
EST. PERFORMED TO DATE	37,961 cy	42,478 tn	19,250 tn			
PERCENT PERFORMED TO DATE	100	100	100	100	100	0

ACTIVITIES THIS WEEK:

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Working on semi-final report.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Larry Christianson OM

PROJECT MANAGER (SIGN)

for Bob Heard

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

November 4, 1986

Gary T. Baker, President
Baker Rock Crushing Company
21880 S.W. Farmington Road
Beaverton, Oregon 97007

CON

East Main Street-E.C.L. (Hillsboro)
Cornell Road
Contract No. 9846

This is in response to your October 17, 1986 letter concerning various claim items.

The Project Manager is in the process of analyzing the following items and will respond shortly:

1. Temporary protection and direction of traffic.
2. Base rock.
6. Pre-leveling A/C.
14. Signing.

Several items have been answered as follows:

3. Concrete collars - Denied by Marion Craft in letter dated February 11, 1986.

4. Pavement marker - Denied in a letter from Bob Heard dated April 6, 1986.

7. Pay quantity - Response by Walt Bartel in letter dated October 11, 1986.

8. Material Stockpiling - A Price Agreement in the amount of $10,087 was submitted to you as settlement of this item on April 16, 1986. No response has been received.

9. Embankment -) Both answered in April 6, 1986 letter from
10. Backfill -) Allan Harwood.

13. Concrete items - In a letter dated December 30, 1985, Walt Bartel requested additional information. No response has been received.

No definitive claims have been received on items:

5. Delay.
11. Overhead.
12. Inefficiency.
15. Claim preparation costs.

The normal process, should discussion fail to resolve a claim item at either the Project Manager or Region level, is to meet with the Construction Engineer, C. O. Fredrickson, or his assistant.

If the claim is still not resolved, a hearing before a board made up of Department of Transportation officials who have no responsibilities or direct contact with construction will be scheduled at the contractor's request.

On page 2 of your letter, you state that you are in the process of preparing other claims.

We are also very interested in bringing this project to a conclusion and it would seem appropriate for us to receive all claims associated with the project, have our Project Manager respond to those he is currently working on plus any additional he may receive, and then have another meeting at the Region level in Milwaukie. Items for discussion at this meeting would be any current unresolved claims, plus perhaps a review of previously denied claims.

Larry Rulien
State Highway Engineer

cc W. E. Schwartz
C. O. Fredrickson
Rick Kuehn

ACH:MC:cms sl

STATE OF OREGON **INTEROFFICE MEMO**

TO: Allan Harwood
Region Operations Engineer

DATE: October 28, 1986

Arthur Sasse

FROM: Arthur Sasse
Assistant Project Manager

SUBJECT: Baker Rock Crushing Company Claims

The status of the claims as listed in letter from Baker Rock Crushing Company dated October 17, 1986 is as follows.

1. Temporary Protection and Direction of Traffic:
   Hasn't been responded to, is in the process of being evaluated.

2. Base Rock:
   This was responded to by Walt Bartel by letter dated February 11, 1985 requesting clarification along with supporting data. The additional information has been received and is in the process of being evaluated.

3. Concrete Collars:
   This was responded to by Marion Craft by letter dated February 8, 1985 denying the claim.

4. Removal of Existing Pavement Markers:
   This was responded to by Bob Heard by letter dated April 8, 1986 denying the claim.

5. Delay:
   There wasn't any separate claim submitted for delay. Reference to delay was inclusive in claim item nos. 1, 2, 8, 9 & 10.

6. P.A. #27, Pre-leveling A/C:
   The discrepancy in payment under this price agreement will be resolved when the next estimate is submitted.

7. Pay Quantity Underpayment:
   This was responded to by Walt Bartel by letter dated October 11, 1985.

8. Material Stockpiling:
   This was responded to by Allan Harwood by letter dated April 5, 1986. A price agreement was prepared and submitted to Baker Rock Crushing Company as a settlement of this claim ($10,087.00). The price agreement had never been signed and returned by Baker Rock Crushing Company.

9. Increased Embankment Cost:
   This was responded to by Allan Harwood by the same letter dated April 5, 1986 denying this claim.

10. Increased Backfill Cost:
    This was responded to by Allan Harwood by the same letter dated April 5, 1986 denying this claim.

11. Extended Overhead Costs:
    There wasn't any separate claim submitted for overhead costs; overhead and markup cost was included under claim item nos. 2, 8, 9 & 10.

12. Inefficiency Costs:
    There wasn't a claim submitted for this.

13. Concrete Items:
    Responded to by Walt Bartel by letter dated December 30, 1985 requesting information to substantiate this claim. Have never received any additional information.

14. Signing:
    This was responded to by Arthur Sasse by letter dated January 23, 1986 asking for a cost breakdown to substantiate their claim for addditional compensation. A cost breakdown has been received consisting of production scheduling, additional trips and short loads of concrete. Certifications have never been received for the signs or sign supports.

15. Claim preparation Cost:
    There wasn't any claim submitted for this item.

cc: File

BAKER ROCK **CRUSHING CO.**
AN EQUAL OPPORTUNITY EMPLOYER

Beaverton Plant – (503) 642-2531

21880 SW Farmington Road
Beaverton, Oregon 97007

October 17, 1986

NOTED
W. E. SCHWARTZ

WES
R/D
by
10/22
due
10/31

RECEIVED
STATE HWY ENGR
OCT 20 '86
REFER TO
Al Harwood
FOR

Inf.	Inv.	R/D	D/A	Sign	Act	File
		✓				

Larry W. Rulien, State Highway Engineer
Oregon Sate Highway Department
102 Transportation Building
Salem, Oregon 97310

Re: East Main Street - E.C.L. (Hillsboro)
Contract No. 9846

The changed character of work on this project brought about our presentation of claims beginning in October, 1985. However, all claims submitted to date remain unresolved or deferred by the State. They include the following items:

- Temporary Protection and Direction of Traffic
- Base Rock
- Concrete Collars
- Removal of Existing Pavement Markings
- Delay
- P.A. #27, Pre-Leveling A/C
- Pay Quantity Underpayment
- Material Stockpiling
- Increased Embankment Cost
- Increased Backfill Cost
- Extended Overhead Costs
- Inefficiency Costs
- Concrete Items
- Signing
- Claim Preparation Cost

Our claims for compensation are obviously not going to go away and further procrastination by the State in arriving at a fair and equitable solution is definitely not in the best interest of sound business practice. We as well as our subcontractors are still in the process of preparing the last of our claims.

We have reviewed the enclosed letter from our subcontractor, Dirt and Aggregate Interchange, and are in total agreement with their request. Both Baker Rock and Dirt and Aggregate have been very patient and professional in attempting to find an equitable solution to this matter and are prepared to pursue any steps necessary to arrive at a just and timely solution.

We would expect your response to this request by November 1, 1986 to forestall imminent litigation.

Sincerely,

BAKER ROCK CRUSHING CO.

Gary T. Baker

Gary T. Baker
President

GTB/sle

Enclosures

CC: Robert Heard
Al Harwood

DIRT & AGGREGATE INTERCHANGE, INC.

GENERAL CONTRACTORS
20905 N.E. SANDY BLVD., • TROUTDALE, OREGON 97060
(503) 661-5093

October 8, 1986

Baker Rock Crushing Company
21880 S.W. Farmington Road
Beaverton, Oregon 97007

RE: E. Main - E.C.L. (Hillsboro)

ATTENTION: Mr. Jim Records

Dear Sir:

Section 109.04, "compensation for alteration of plans or character of work," of the Oregon Department of Transportation standard specifications allows the contractor to be considered for extra compensation. The last paragraph of this section states: "If the character of the work or the unit cost there of are materially changed pursuant to subsection 104.02, compensation for such work will be made on such basis as may have been agreed to in advance of the performance of the work, or in case no such basis has been previously agreed upon, then allowance may be made, either for or against the contractor, in such amount as the engineer may determine to be fair and equitable."

First, Dirt & Aggregate (the subcontractor) wishes to establish the fact that both alterations to the plans and the character of the work did in fact not materially change, but drastically changed. The following facts relative to the changed condition of the project from original bid to that actually constructed are respectfully presented.

(1.) Dirt & Aggregate based their original bid to the prime contractor, Baker Rock Crushing Company, on the items and quantities presented in the original bid schedule and on the project plans. Item No. 10 - General excavation was bid based on the indicated quantity of 35,000 cubic yards. Computations revealed that approximately 8,266 cubic yards of embankment would be required to construct the fill sections as indicated by the project plans at the time of bid submittal. This left a total of 26,734 cubic yards of excess material.

Based on Section 203.11 (page 35) of the contract special provisions, Dirt & Aggregate quoted a bid price for general excavation anticipating sale of the excess material. (See attached analysis of loss from anticipated sale based on final State cross sections).

The original bid price for general excavation was $5.45 per cubic yard which included the compaction cost for the original 8,266 cubic yards of plans embankment and reflected taking into consideration the income from anticipated sale of the excess material. Had we known we would suffer this loss we would have reflected this in our unit price quote for general excavation in the original bid.

The increase of 15,298 cubic yards of embankment compaction @ $1.00 per cubic yard cost could not be recovered in the original bid price for general excavation. This increased cost was a result of the plans and character of work alterations.

In summary, O.D.O.T. final cross sections revealed 37,961 cubic yards of general excavation and 23,524 cubic yards of embankment, or an excess of 14,437 cubic yards. This quantity minus the 5,408 cubic yards which were sold should be the remaining stockpiled quantity - i.e. 9,029 bank cubic yards.

(2.) Construction phasing was also a definite established consideration and very clearly spelled out on sheet 2-A of the project plans. Our bidding and original schedule to complete the contract work as bid was based on the three phases (A,B, & C) as per plans. Cost of doing the respective work under each phase was taken into consideration.

The impact of changing from a three phase operation as bid to a nine phase operation as a result of O.D.O.T.s' delayed decision in grade and alignment at Dawson Creek created a very heavy economic burden on Dirt & Aggregate by forcing us to revise our schedule and consequently go into the second construction season.

GENERAL SUMMARY
Spec. No. 109.04

By title, Section 109.04 of O.D.O.T. standard specs recognizes that under specific circumstances the contractor will be compensated for additional costs due to a material change in the character of the work or the unit cost thereof.

Though considerable verbal confortation and discussion took place for some time relative to this changed condition and O.D.O.T. finally got the necessary information to the contractor with verbal direction to proceed with the change and again verbal acknowledgement that the matter of additional compensation as a result of the change in character of the work, would be discussed at a later date, (all of which is recorded in diaries), the first formal written request was made by Dirt & Aggregate on December 20, 1984.

Two primary factors as a result of the changed condition from the original work bid by the contractor definitely constitute a "material change in the character of the work." They are, (1) drastic modification in the balance of earthwork causing additional embankment compaction costs to the contractor. This quantity requirement (for which there is additional compaction cost) over-ran 185% above the original plans quantity for embankment. Definitely a material change. (2) Delay in decision on the part of O.D.O.T. and changing from a three phase contract as bid to be completed in one construction season. This change brought about by O.D.O.T. and compounded by their delay in getting the required information to the contractor in order for him to proceed with the work forced us into the second construction season. Again, a definite material change in the project plans as bid and most assuredly the character of the work.

The last statement made under Section 109.04 of the O.D.O.T. standard specs allows the engineer to compensate the contractor in a "fair" and "equitable" manner. Dirt & Aggregate Interchange finds nothing either "fair" or "equitable" in bidding under one set of circumstances and constructing the project under another.

We have been extremely "fair" and "equitable" in compiling the attached additional documented costs as a result of the material change in the character of the work and respectfully request a "fair" and "equitable" consideration for payment from O.D.O.T. in the amount of $282,839.69.

It should be noted that this factual analysis of actual additional compensation eligible for payment under Section 109.04 of O.D.O.T. standard specifications does not address many of the other related economic losses suffered by Dirt & Aggregate due to this change in condition.

Presentation of these facts in no way is to be construed to indicate that Dirt & Aggregate is in agreement with the final general excavation quantities computed for this project.

If we cannot recover the attached justified costs in a fair and equitable amount we will have no other choice but to go to litigation with all impact costs involved.

Sincerely,

DIRT & AGGREGATE INTERCHANGE, INC.

Baltazar F Ortiz

Baltazar F. Ortiz

Enclosures

ANALYSIS OF ACTUAL COSTS AND DIRECT LOSSES DUE TO CHANGE IN CHARACTER

Note: Based on O.D.O.T. final quantities

B.C.Y.= Bank Cubic Yards
T.C.Y.= Truck Cubic Yards

FACTS:

O.D.O.T. Final Cross Section Quantities

General Excavation	37,961 B.C.Y.
Embankment	23,542 B.C.Y.
Excess	14,437 B.C.Y.
Final Embankment by Cross Sections	23,542 B.C.Y.
Plans Embankment	8,226 B.C.Y.
Net Embankment Increase	15,298 B.C.Y.
Asphaltic concrete removal quantity This is unchanged	4,160 B.C.Y.

ADDITIONAL ADDED EMBANKMENT COSTS

1. Aeration to obtain moisture 15,298 B.C.Y. @ $0.25 cy	$3,824.50
2. Placement & compaction 15,298 B.C.Y. @ $0.75 cy	11,473.50
Total added compaction cost	$15,298.00

LOSS OF SALE FROM EMBANKMENT

Excess embankment	14,437 B.C.Y.
Asphalt grindings	4,160 B.C.Y.
(14,437) (1.1 exc/emb) (1.3 bcy/tcy)	16,354 T.C.Y.
(4160) (1.3 bcy/tcy)	[5,408]T.C.Y.
Total	10,946 T.C.Y.

DOLLAR LOSS VALUE

10,946 T.C.Y. @2.00 ton	$21,892.00
Credit from offsite haul	
Truck turn to Nike = 40min. =.6667 hrs.	
(.6667) ($44.00 per hr) = $29.33/load	
$29.33 by 22 cy = $1.33 T.C.Y.	
$ 1.33 x 10,946 =	$14,558.18

ADDED ON SITE HAUL COST

Truck turn on site = 15mm = 0.25 hrs.	
($0.25) @ $34.00 hr. = $8.50 load	
$8.50/load by 12 T.C.Y./load = 0.71 T.C.Y.	
Total cost 10,946 T.C.Y. x $0.71 =	$ 7,771.66

TOTAL DIRECT LOSS ON EMBANKMENT:

Loss of direct sales	$21,892.00
Credit off-site haul	[14,558.18]
Plus on site haul	7,771.66
Net direct embankment loss	$15,105.48

LOSS OF REVENUE FROM ASPHALT GRINDINGS

(a) Total asphalt grinding quantity
Depth = 6" Width = 24' Length = 9362 L.F.
B.C.Y. = $\frac{9362 \times 24 \times 0.5}{27}$ = 4160 B.C.Y.
Tons = (4160 B.C.Y.) x (2.05 Tons/B.C.Y.) = 8528 Tons
T.C.Y. = (4160 B.C.Y.) x (1.3 T.C.Y./B.C.Y. = 5,408 T.C.Y.

(b) Dollar value

(1) Loss of direct sale 8528 tons @ $6.00 = $51,168.00
(2) Credit from off-site haul to Cascade
Truck turn time to Cascade = 1 hr./10 minutes using
22 cy truck 7 trailer @ $44.00/hr.
($44.00/hr) x ($1.17 hr/load) = $51.48 load
($51.48/load) by (22 T.C.Y. load) = $2.34 T.C.Y.
5,408 T.C.Y. x $2.34 = $12,654.72
(3) Added on site haul costs
Truck turn time on haul = 20 minutes
Using 12 cy solo truck @ $34.00 hr.
($34.00/hr.) x (0.33 T.C.Y./load = $0.94 T.C.Y.
5408 T.C.Y. x $0.94 = $ 5,083.52

TOTAL DIRECT LOSS ON ASPHALT

Loss of direct sales	$51,168.00
Credit for off-site haul	[12,654.72]
	$38,513.28
Added on-site haul	5,083.52
	$43,596.80

MMARY OF IMPACT COSTS ON EXCAV ON
DUE TO DESIGN CHANGES

FACTS:

1. Original bid quantity general excavation = 35,000 cy
   Original schedule shows 3.5 months required based on
   3 stage operation = 10,000 cy/month

2. Final as built quantity = 37,961 cy
   Revised schedule requires 10 months due
   to delay in Dawson Creek design change = 3,796 cy/month

3. Original bid for general excavation = $5.45/cy

4. Increased cost factor $\frac{10{,}000 \text{ cy/mo}}{3{,}796 \text{ cy/mo}}$ = 2.6385

5. Increased cost of excavation

Original bid cost	$5.45 cy	$14.36
Increased factor	x 2.6344	-5.45
Added cy cost	$14.36 cy	$ 8.91 cy

6. Cubic yards of excavation remaining at time of phasing change
   = 19,178 cy

   19,178
   x 8.91
   $170,875.98

TOTAL IMPACT COST RESULT OF PHASING CHANGE $170,875.98

FINAL COST ANALYSIS

Added compaction costs	$15,298.00
Direct loss dirt sale	15,105.48
Direct loss A.C.P. sale	43,596.80
subtotal	$74,000.28
+ 13% O. & H.	9,620.04
	$83,620.32
+ 10% Profit	8,362.03
	$91,982.35
* Added stockpile cost	$ 19,981.36
Impact cost from phasing change	170,875.98
TOTAL DUE DIRT & AGGREGATE	$282,839.69

* Actual equipment/labor costs taken from records

98-14

November 4, 1986

CON 5 - 9846

Western-Pacific Construction
  Materials Co., Division of
Riedel International, Inc.
3510 S.W. Bond Avenue
Portland, OR 97201-4594

Thank you for your letter of October 27, 1986, releasing your claim against Baker Rock Crushing Company for materials furnished on Contract No. 9846 for work on the E. Main Street-E.C.L. (Hillsboro) Section of Cornell Road in Washington County.

This was in connection with a claim against their subcontractor, Gaynetco, in the amount of $788.03.

This information will be noted in our records, and we will advise the surety, the contractor, and the agent.

Fran Neavoll
COMMISSION SERVICES

FN:slp
cc: Insurance Company of North America
     14711 N.E. 29th Place
     Bellevue, WA   98007

     Emery and Karrigan, Inc.
     123 NE Third Ave., Suite 465
     Portland, OR   97232

     Baker Rock Crushing Co.
     21880 S.W. Farmington Rd.
     Beaverton, OR   97007

NOTED ON CARD
11-4-86 slp

bc: Secretary of State: Filed 10-3-86; CL 1986-0287

bbc: Bryant Jackmond

"Imagineering a better world"

W ESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201-4594
(503) 222-4210

October 27, 1986

Department of Transportation
Transportation Building
Salem, OR 97310

Re: Baker Rock Crushing Co. & Gaynetco
Bond Number: KO-1587-32-8
Job Name: East Main Street - E.C.L.
Contract No.: 9846

Know all men in consideration of the sum $788.03 paid to the undersigned claimant by Baker Rock Crushing Company, Western Pacific Construction Materials Company does hereby release and forever discharge the surety from any and all liability, claim, and demand under its payment bond furnished on behalf of the contractor on said contract.

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
(a division of Riedel International, Inc.)

By: Mark D Connelly
Mark D. Connelly, Credit Manager

Date: October 27, 1986

sc

RECEIVED
OCT 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Helping Build the West . . . and Beyond"

CALIFORNIA LAUNCH SERVICES CORP.
LONGVIEW CONCRETE CO.
OMNI RUBBER PRODUCTS, INC.
PIONEER CONSTRUCTION MATERIALS CO.
WESTERN MARINE-BRAZIL LTDA.
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
WESTERN-PACIFIC DREDGING CO.
WESTERN-PACIFIC DRILLING CO.
WESTERN-PACIFIC ERECTORS
WESTERN-PACIFIC MARINE SERVICES CO.
WESTERN-PACIFIC PILEDRIVING CO.
WESTERN TUG & BARGE CORP.
WILLAMETTE TUG & BARGE CO.
WILLAMETTE-WESTERN CO.
WORLD SECURITY SERVICES CO.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9022(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10066

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
NOV 04 1986
REFER TO: ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

7. DATE AUTHORIZATION EFFECTIVE September 5, 1984

8. FEDERAL ROUTE NUMBER FAU 9022

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
East Main Street - East City Limits (Hillsboro) Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 10/16/86 this will confirm the advance approval date of 9/5/84 contingent upon modification of Project Agreement if additional funds are required to proceed with the acutal adjustments to the aerial power lines on a revised actual cost basis estimated to be $2,827; Federal Funds $2,403.

The Agreement with Portland General Electric is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
NOV 4 '86
REFER TO Potter
FOR
[illegible] Immed R/D D/R Sign Act File

14. DATE 10/31/86

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

October 16, 1986

In Reply Refer to
File No.

RECEIVED
STATE HWY ENGR
OCT 20 '86
REFER TO
FOR

Inf.	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter ORIGINAL SIGNED BY GARY A. POTTER
Manager, Program Section

SUBJECT: Additional Aerial Power Line Relocation Work
Portland General Electric Work
E. Main Street - E.C.L. (Hillsboro) Section
Cornell Road
Washington County
Project No. IX-9022(9)

Here is a copy of an estimate of cost for additional relocation of Portland General Electric Company's (PGE) aerial power line facilities dated June 9, 1986.

A certification prepared by Richard L. Fleming as to the Company's rights in the land occupied by their facilities is in our files.

The additional conflict was not originally anticipated, therefore PGE was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of additional conflict, the estimate submitted therewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of distribution facilities.

There will be no betterment derived from the proposed adjustment of PGE's facilities.

Your approval of the revised actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of September 5, 1984, under the provisions of FHPM 6-6-3-1 is requested. Cost to the State for the additional work is $2,827.

JMC:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
Larry Olson

CL 1986-0287

9846

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED ON CARD
Alp 10-6-86

October 2, 1986

IN REPLY REFER TO
FILE NO. CON 5 - #9846

FILED
OCT 3 1986
BARBARA ROBERTS
SECRETARY OF STATE

Riedel International, Inc.,
dba Western Pacific Construction
Materials Co.
3510 S.W. Bond Avenue
Portland, OR 97201-4594

Attention: Mark Connelly
Credit Manager

This will acknowledge your Notice of Claim dated September 24, 1986, against the following Highway Division contract:

FILED BY:	Riedel International, Inc., dba Western Pacific Construction Materials Co.
AMOUNT:	$788.03
FOR:	Materials
AGAINST (PRIME CONTRACTOR):	Baker Rock Crushing Co.
SUBCONTRACTOR:	Gaynetco
CONTRACT NO.:	9846
PROJECT:	E. Main Street-E.C.L. (Hillsboro) Section, Cornell Road, Washington County
SURETY:	Insurance Company of North America
AGENT:	Emery & Karrigan, Inc.

[illegible]

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been settled.

George Bell
Assistant Director

cc: Baker Rock Crushing Co.
21880 S.W. Farmington Rd.
Beaverton, OR 97007

Insurance Co. of North America
P.O. Box 7985
San Francisco, CA 94120

Emery & Karrigan, Inc.
123 NE 3rd Avenue
Suite 465
Portland, OR 97232

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 06 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Imagineering a better world"

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201-4594
(503) 222-4210

NOTICE OF BOND CLAIMS

The undersigned submits the following claim against bond of contractor:

TO: Mr. R. W. Gormsen
Department of Transportation
Transportation Building
Salem, OR 97310

RE: Baker Rock and Gaynetco
Bond Number: KO-1587-32-8
Contract No: 9846
Job Name : Cornell Road E.C.L.

Notice is hereby given that the undersigned, Riedel International, Inc., dba Western Pacific Construction Materials Co., has a claim for delivery and sale of materials used in the above improvement in the sum of $788.03 against the bond taken from Baker Rock Crushing Co. and Insurance Co. of North America for the work of Cornell Road E.C.L., said improvements being in the City of Portland, County of Washington, State of Oregon.

RIEDEL INTERNATIONAL, INC.
(Western Pacific Construction Materials Co., a division)

By: Mark Connelly
Mark Connelly, Credit Manager

Date: September 24, 1986

RECEIVED
SEP 25 1986
COMMISSION [illegible]
DEPARTMENT [illegible]

P-316-515-890

"Helping Build the West . . . and Beyond"

LONGVIEW CONCRETE CO.
PIONEER CONSTRUCTION MATERIALS CO.
RIEDEL ALASKA, INC.
UPPER COLUMBIA RIVER CONSTRUCTION CO.
WESTERN MARINE-BRAZIL LTDA.
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
WESTERN-PACIFIC DREDGING CO.
WESTERN-PACIFIC DRILLING CO.
WESTERN-PACIFIC ERECTORS
WESTERN-PACIFIC MARINE SERVICES CO.
WESTERN-PACIFIC PILEDRIVING CO.
WESTERN TUG & BARGE CORP.
WILLAMETTE TUG & BARGE CO.
WILLAMETTE-WESTERN CO.
WORLD SECURITY SERVICES CO.

9846

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: E.Main St. — E.C.L (Hillsboro)

WEEK ENDING: July 12, 1986

SECTION PREFIX: CO 9846/000

HIGHWAY: Cornell Road

COUNTY: Washington

NAME OF JOB: E.Main St.-E.C.L.(Hillsboro)

KIND OF WORK: Grading,Paving,Signing,Signals,Landscape.

CONTRACTOR: Baker Rock Crushing Co.

CONTRACT NUMBER: 9846

FEDERAL AID PROJECT NUMBER: IX-9022 (9)

DATE OF CONTRACT: July 9, 1984

DATE WORK STARTED: July 16, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN

SUPERVISION

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $2,939,432.00

EXCLUSIVE OF ENGINEERING: $2,660,432.00

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $2,719,168.00

ESTIMATED PERCENT OVERRUN UNDERRUN: 2 %

ENGINEERING AUTHORIZATION: $279,000.00

This week

ENGINEERING COST TO DATE: $27 600.00

PERCENT OF AUTHORIZATION: 99 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 97

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: Dec.18,1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.44	2.44			2.44
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	2.44	2.44			2.44
TOTAL ESTIMATED QUANTITIES (CONTRACT)	35,000c.y.	48,000tn			17,000tn
TOTAL QUANTITIES CORRECTED TO DATE	37,961cy	42,478tn			19,250tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	37,961cy	42,478tn			19,250tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		509		
MONDAY		509		
TUESDAY		509		
WEDNESDAY		509		
THURSDAY		509		
FRIDAY		509		
SATURDAY		509		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED J.B. Christensen CM LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

DISTRICT COURT OF THE STATE OF OREGON FOR THE COUNTY OF WASHINGTON
SMALL CLAIMS DEPARTMENT

GENERAL FILES

Hand delivered
12/13/85 2:00 p.m
Sherri Lewis

AMENDED

CLAIM AND NOTICE OF CLAIM

No. SC 9640

Name RICHARD B. BURNS, Plaintiff

Address 710 SE 16TH ST.
HILLSBORO, OR. 97123 Phone (503) 640-2793

vs.

Name BAKER ROCK CRUSHING CO., Defendant AND STATE OF OREGON
DEPT. OF TRANSPORTATION
LARRY RULIEN
ADMINISTRATOR
135 TRANSPORTATION BUILDING
SALEM, OR. 97310

Address 21880 S.W. FARMINGTON RD.
BEAVERTON, OR. 97007

I, Plaintiff, claim that on or about 29 AUGUST, 19 85, the above named Defendant of WASHINGTON County, Oregon, owes me the sum of $ 607.88 and this sum is still owing, for DAMAGES TO AN AUTOMOBILE FOR WHICH DEFENDANT IS LIABLE. ALSO FOR AUTO RENTAL WHILE DAMAGED AUTO IS BEING REPAIRED.

STATE OF OREGON)
WASHINGTON County) ss.

I, the above named Plaintiff, having been duly sworn, state that I have read the above claim and that it is true as I verily believe. I FURTHER CERTIFY THAT I HAVE MADE A BONA FIDE EFFORT TO COLLECT THIS CLAIM PRIOR TO FILING.

Signed: Richard B. Burns

Subscribed and sworn to before me this 5 day of December, 19 85

Washington County District Court

By: M. Kaser
Court Clerk

Notary Public for Oregon
My Commission expires ______

RECEIVED
STATE HWY ENGR
DEC 13 '85
REFER TO
Adams
FOR

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Act	File
					✓	

Orig. to
12/13

I certify that the foregoing is a true copy of a claim filed against you.

Washington County District Court

By: M. Kaser
Court Clerk

NOTICE TO DEFENDANT: PLEASE READ CAREFULLY

WITHIN 14 DAYS AFTER RECEIVING THIS NOTICE YOU MUST DO ONE OF THE FOLLOWING THINGS:

Pay the claim plus fees and service expenses paid by Plaintiff of $ 65.80, OR
Demand a hearing, OR
Demand a jury trial

IF YOU FAIL TO DO ONE OF THE ABOVE THINGS WITHIN 14 DAYS AFTER RECEIVING THIS NOTICE, THEN UPON WRITTEN REQUEST FROM THE PLAINTIFF THE CLERK OF THE COURT WILL ENTER A JUDGMENT AGAINST YOU FOR THE AMOUNT CLAIMED PLUS FEES AND SERVICE EXPENSES PAID BY THE PLAINTIFF.

SEE FURTHER INSTRUCTIONS ON DEFENDANT'S ANSWER FORM.

If you have questions about this notice, you should contact the Clerk of the Court IMMEDIATELY.

SMALL CLAIMS DEPARTMENT WASHINGTON COUNTY COURTHOUSE HILLSBORO, OREGON 97124 PHONE: 648-8816

STATE OF OREGON)

ss.

__________________County)

CERTIFICATION OF SERVICE

RECEIVED
MARION CO.
SHERIFF'S OFFICE
DEC 10 11 28 AM '85
DEPUTY

I hereby certify that the Notice of Claim and Claim appearing on the reverse were delivered to me for service on__________________, 19____; that on the________day of______________, 19___, I served the Notice and Claim on the within named Defendant, ______________________________by delivering a copy thereof prepared and certified by the Clerk of the District Court to the within named Defendant at________o'clock, as follows, indicated by an "X":

_____To said Defendant in person at______________________________

_____By delivering said papers to______________________________of said corporation

_____I was unable to find said Defendant at his usual place of abode; such service was therefore made on said Defendant on said date by delivering said papers to

______________________________member of the family of said Defendant, to-wit:__________________

______________________________, a person over 14 years of age who was at such abode.

_____I was unable to find said Defendant within the county after diligent search and inquiry.

All of said search and service was made within said______________________________County.

Completed Service to be returned to the
Court and not to the Plaintiff

____
Process Server

830-517

Richard B. Burns
P.O. Box 832
Hillsboro, Ore. 97123

State of Oregon
Department of Transportation
Larry Rulien- Administrator
135 Transportation Building
Salem, Ore. 97310

5 December 1985

Dear Sir:

I am writing this letter as a notice of tort claim. On 9 August of this year I was driving my car on Cornell Rd. in Hillsboro between Oleander and Arrington streets when my car struck an object known as a "Monument Box".

Baker Rock Crushing Co. was working on the road at the time and I believe they are the ones who are liable for the damage; however, Baker Rock denies liability and claims that the state is liable. I therefore am forced to bring a claim against Baker Rock and the state as codefendants.

Approximately one month ago I recontacted Walter Bartel who was the project engineer for the state and he advised me to send a notice of tort claim to himself. But after consulting my attorney he instructed me to send notice to you also. My claim is in the amount of $607.88. This is the lowest possible bid I could find to repair my car and also includes rental fees for an auto while mine is being repaired. I regret having to take this action but I have no alternative due to Baker Rock's unwillingness to accept liability. Thank you for your time.

Sincerely,
Richard B. Burns
Richard B. Burns

p.c. Richard Burns

12/6 Original to Don Adams
cy Rulien/Files

RECEIVED
STAT HWY ENGR
DEC 6 '85
REFER TO
FOR

9511

October 31, 1985

CON 5

Baker Rock Crushing Co.
21880 SW Farmington Road
Beaverton, OR 97007

Re: Time Extension Request
East Main Street-E.C.L. (Hillsboro)
Contract No. 9846
FAP No. IX-9022(9)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested an additional 104 days due to Price Agreement work; 42 additional days due to extra work; 35 days due to utility delays; 12 days due to base rock quantity overrun; and 14 days due to phase "a" curb revision.

Our evaluation indicates that a number of these individual items were performed concurrently with each other, concurrently with original contract work, or did not delay project completion. A contract time adjustment is granted for an additional 46 calendar days due to Price Agreement work; an additional 16 calendar days due to extra work; no additional days due to utility delays; an additional 40 calendar days due to the base rock overrun; and an additional 12 calendar days due to subgrade stabilization work performed. The total contract time adjustment granted is 114 calendar days. The adjusted contract time of completion of this contract is 514 calendar days.

Should you wish to further review this matter, or to submit additional data, please contact Project Manager Walt Bartel.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Walt Bartel w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: October 18, 1985

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: EAST MAIN STREET-E.C.L. (HILLSBORO)
Cornell Road
Washington County
Contract 9846

CE__ CAE__ RECEIVED LS__TC__
COE__ OM__ SA__CC__
OE____ OCT 22 1985 FE__CP__
CA____ PQC____
CAM____ CONSTRUCTION QCS____
EEO____ SECTION FILE____

Attached is a time extension request from the contractor in which he is asking for 207 days due to extra work items, utility delays and plan revisions.

Walt Bartel has analyzed the time situation on the job by looking at the time involved in each extra work order and price agreement. Walt's analysis supports as much as 212 calendar days, and his recommendation is to grant the 207 days requested by the contractor.

I've talked to Walt Bartel about these two figures, and he agrees the amount of days each of the extra work orders and price agreements show as possibly contributing to an overrun should not all directly contribute to the overrun, that is, they should not all be additive. The items with an asterisk on Walt Bartel's letter are all items concerning subgrade preparation, subgrade or base construction, and are items that could logically be assumed to be critical path items in the construction of this project.

This amounts to 33 days due to extra work items, 12 days due to extra subgrade stabilization work not considered in any extra work items, 40 days due to overrun of the 1"-0 aggregate base material and 29 days due to the extra work involved and delay involved in the Dawson Creek realignment and change of grade, for a total of 114 calendar days. I recommend granting a 114 calendar day extension.

The contract has overrun about 50 days at this point, (10-16-85), with only miscellaneous items of contract work to do, such as fencing, some curb and sidewalk, seeding and mulching, and cleanup. The paving has all been done.

10-30-85

W. E. Schwartz -

I concur with Region and recommend a time extension of 114 calendar days.

D.B. Jackmond

MC/gw
Attachment
cc Walt Bartel

MC/10/18/85-3

-1307

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: July 3, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
E. Main St.-E. City Limits (Hillsboro) Section
Cornell Road, Washington County
Contract No. 9846

This Interstate Transfer project is approximately 60 percent finished with completion expected in September, 1985. It now appears that the final cost will exceed the project authorization by $203,700 or seven percent.

Excessive moisture was encountered in roadbed excavation areas, and presence of numerous underground utilities precluded subexcavation of the unstable material. Use of a geotextile fabric for subgrade stabilization is expected to add approximately $28,000 to the cost of the project. Revisions and additions to the storm sewer system are expected to add more than $21,200 to the project cost. Other additions required to properly complete the project include relocation of commercial business signs, replacement of security fence at the airport, installation of a temporary concrete barrier to protect traffic from a hazardous drop-off and installation of survey monument boxes. These items added approximately $40,000 to the cost of the project.

The amount of base rock required to construct the project was underestimated in designing the project and it was necessary to use approximately twice the amount anticipated. This, together with other minor variances from plan quantities on miscellaneous items is expected to add nearly $78,000 to the cost of the project.

The cost of construction engineering is expected to increase due to the extra work required to properly monitor, inspect and document the additional work items.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $203,700. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt W. G. Bartel B. M. Walton D. L. Trout

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

CON 5

cc 6c

DATE: July 3, 1985

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
E. Main St.-E. City Limits (Hillsboro) Section
Cornell Road, Washington County
Contract No. 9846

This Interstate Transfer project is approximately 60 percent finished with completion expected in September, 1985. It now appears that the final cost will exceed the project authorization by $203,700 or seven percent.

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The amount of base rock required to construct the project was underestimated in designing the project and it was necessary to use approximately twice the amount anticipated. This, together with other minor variances from plan quantities on miscellaneous items is expected to add nearly $78,000 to the cost of the project.

The cost of construction engineering is expected to increase due to the extra work required to properly monitor, inspect and document the additional work items.

Form 734-3122

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $203,700.00 to a new total of $2,939,432.45. This matter will be on the consent calendar for the July 16 meeting.

CC: H. S. Coulter

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9022(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10066

RECEIVED
STATE HWY ENGR
APR 10 '85
REFER TO
Potter
FOR

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-26-84

8. FEDERAL ROUTE NUMBER FAU 9022

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
East Main Street - ECL (Hillsboro) Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 4-3-85, this will confirm the advance approval date of 7-26-84, to proceed with all phases of acquisition for files 54315 thru 54319 as shown on R/W map 10C-52-1 at a TEC of $28,000 - Federal funds $23,800.

This authorization of Federal funds is limited to the reasonable costs that would have been involved at the time of advance approval date 7-26-84 if the right-of-way had been expeditiously acquired. Any costs incurred beyond 10-1-84 as a result of not having acquired the necessary R/W are not eligible for Federal participation.

14. DATE 4/9/85

15. SIGNATURE OF APPROVING OFFICIAL John H Wickman

16. TITLE for Division Administrator

FORM FR-1240
(Rev. 12-78)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: April 3, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Setion

Subject: Project No. IX-9022(7)
Item No. 10066
E. Main St.-ECL (Hillsboro) Section
City Street (Cornell Road)
Washington County

I request authorization to proceed with the actual acquisition of additional files No. 54315 thru 54319 on the subject project, as outlined in red on the enclosed sketch map, and does not require a relocation or moving allowance.

Authorization to proceed as requested will change financing as follows:

	Total Cost	Federal Funds
Previous Authorization	$ 280,000.00	$ 238,000.00
Additional Authorization	28,000.00	23,800.00
Total	$ 308,000.00	$ 261,800.00

DDB:bkb
cc: J. Boyd
Don Aman
✓General Files

Form 734-3122

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: March 29, 1985

Donald C. Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: E. Main Street-Hills Section
Cornell Road
Washington County
Project #IX-9022(7)

We have received five additional files on the above project. The acquisition of this right-of-way is estimated at $28,000, and does not require a relocation or moving allowance.

Please request confirmation of the verbal authorization of 7-26-84 to proceed with the acquisition of this right-of-way from the Federal Highway Administration.

The above estimate covers files 54315 to 54319 as shown on map 10C-52-1.

DA:jh
attach.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT 4 PROGRAM UNIT ___
APR 01 1985
REFER TO Brooks
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

STATE COPY

rll

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

☐ INITIAL INSPECTION

XX INTERMEDIATE INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 3	COUNTY Washington	DIVISION Oregon

IN COMPANY WITH
Walt Bartell, OSHD

DATE OF INSPECTION 2/27/85	INSPECTION MADE BY T. P. Lowe, Area Engineer Original Signed by T. P. LOWE	PROJECT NO. IX-9022(9)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 55 %	WORK COMPLETED 50 %

EAST MAIN - ECL (HILLSBORO) SECTION
CORNELL ROAD
Grading, Paving, Signing, Signals & Lanscaping

There was very little work in progress during the inspection although the weather was good and the soil conditions were condusive to at least construction of curbs and sidewalks at various locations throughout the project.

The project manager advised me of several possible claims;

1. The base rock plan quantity is 5500 tons. To date about 11,300 tons have been used. The overrun was due primarily to the abrupt edge protection required during the stage construction. The contractor has indicated he will claim for additional compensation per unit for the overrun. The State is currently gathering data on this possible claim.

2. The contract plans used the term "concrete collar" in refering to the connections of the storm sewer segments. The bid schedule (item 66) is labeled concrete collars and is intended for use on the multiple mail post installations. The contractor has indicated he will claim extra payment for the storm sewer concrete collars under item 66. The standard specifications state that the storm sewer concrete collars are incidental to the pipe item. I agree with the State's position of denying further consideration of this possible claim.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 11 '85
REFER TO
Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File
X						

Cy
3/13

Form FHWA-1446A
(Rev. 2-84)

3. As mentioned in the previous inspection report, the alignment was changed in the vicinity of Dawson Creek after the contract was awarded. The subcontractor performing the excavation of embankment construction has now indicated he will claim because the original plans show excess excavation which he said he planned to sell. The revised alignment comes close to balancing. It should be pointed out that the redesign which was accomplished during construction staking, damatically improves the roadway alignment. The State is currently evaluating this claim.

4. The contract plans require a 24 inch apron on the curbs throughout the project. I was advised that most of the curb aprons in the Hillsboro area are 18 inches. The contractor constructed an 18 inch curb apron. The State feel the 18 inch curb apron is satisfactory but has requested a price reduction due to the lesser quantity of materials used. The contractor has objected and this matter is currently being negotiated. I agree with the State's position that the 18 inch curb is satisfactory and that a price reduction is appropriate.

ROAD DESIGN SECTION 378-3487

ROW 3-1

J. B. Boyd, Manager
Right of Way Section

February 22, 1985

D. O. Christensen
Road Design Engineer

Files 54315 through 54319
East Main St.-Hillsboro E.C.L. Section
Cornell Road (County Road)
Washington County

Attached are descriptions (5 files) and right of way prints covering additional right of way required for the subject project.

By: ORIGINAL SIGNED BY
G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

9846

rll

U. S. DEPARTMENT OF TRANSPOR[illegible]ON
FEDERAL HIGHWAY ADMINIST[illegible]ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9022(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
11-1-84

4. PROGRAM NO.

5. ITEM NO. 10066

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/5/84

8. FEDERAL ROUTE NUMBER FAU 9022

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

East Main Street - East City Limits (Hillsboro) Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 10/24/84 this will confirm the advance approval date of 9/5/84 to proceed with the actual adjustments to Portland General Electric Company's power poles on an actual cost basis estimated to be $2,364; Federal Funds $2,009, contingent upon modification of Project Agreement if additional funds are required.

The Agreement with Portland General Electric Company is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
NOV 5 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 11/5

14. DATE 11/1/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

October 24, 1984

RECEIVED
STATE HWY ENGR
OCT 24 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A..Potter
Manager, Program Section

SUBJECT: Power Pole Re-Adjustment
Portland General Electric Co.
E. Main St.-E.C.L. (Hillsboro) Section
Cornell Road
Washington County
Project No. IX-9022(9)

Here is a copy of an estimate of cost to re-adjust Portland General Electric Company's facilities dated September 17, 1984, and a sketch showing their proposed relocation. A revision in the roadway alignment during construction has necessitated the re-adjustment of three (3) poles that were previously relocated to accommodate the originally planned construction. The attached plans show the revised alignment and pole locations.

The conflict was not originally anticipated, therefore, the Company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, (as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of Sept. 5, 1984 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,364.

JMC/GAP/vlw
Enc.

cc: ✓E. S. Hunter J. M. Cartwright R. L. Fleming

Hillsboro

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
2131 S.W. Scholls Ferry Road
Portland, Oregon 97221

In Reply Refer to
File No.:

October 16, 1984

Peter Neketin
City of Hillsboro
City Hall
205 S. E. 2nd Avenue
Hillsboro, Oregon 97123

Re: E. Main Street - E.C.L. (Hillsboro) Section
Cornell Road
Washington County
Contract No. 9846

Enclosed per your request please find a copy of the detail map showing the horizontal alignment revision across Dawson Creek. Also enclosed is a zerox copy of the coordinate sheets for the original alignment and the revised alignment. The coordinates are assumed.

The detail map is a duplicate of the one hand delivered to your office on October 15, 1984. As we discussed in your office, please send a copy of the legal descriptions and maps of the parcels to Ken Rolfe, R/W Supervisor, 2400 S.E. Mailwell, Milwaulie 97222, and send the originals to George Strawn, R/W Descriptions Supervisor, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Walter Bartel

Walter Bartel
Project Manager

WB:db
cc: Ken Rolfe w/map
George Strawn ✓
Marion Craft
files

RECEIVED

ROAD DESIGN
SECTION

Versteeg
Andersen
Adams
[illegible]
Edwards
Terpin
Trout
Wakerlig

Do Not File
Return to
Bring Up ..../..../....
Action

Form 734-3122

95-76

September 5, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: C. T. Christianson, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Power Pole Relocation
Portland General Electric Company
E. Main St.-E.C.L. (Hillsboro) Section
Cornell Road
Washington County
Project No. IX-9022(9)

Dear Mr. Christianson:

Confirmation of your verbal authorization for Portland General Electric Company (PGE) to proceed with the relocation of their power pole and aerial power line facilities in conflict with this project as of September 5, 1984, is requested. An estimate of cost has been received from PGE in the amount of $1,750. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
September 5, 1984 is approved

CT Christianson
C. T. Christianson, Area Engineer

JMC/nv
cc: E. S. Hunter
W. F. Cobine
E. L. Hardt
Walter Bartel
R. L. Fleming
Pete Gonzalez

RECEIVED
STATE HWY ENGR
SEP 10 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9846

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9022(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10066

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/23/84

8. FEDERAL ROUTE NUMBER FAU 9022

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

East Main Street - East City Limits (Hillsboro) Section

11. GENERAL DESCRIPTION OF WORK

Grade, pave, signing, signals and lanscaping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 5/10/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 5/21/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,278,950, Federal Funds $2,787,106.

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

9846

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9022(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10066

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/23/84

8. FEDERAL ROUTE NUMBER FAU 9022

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
East Main Street - East City Limits (Hillsboro) Section

11. GENERAL DESCRIPTION OF WORK
Grade, pave, signing, signals and lanscaping

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☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 5/10/84.

13. REMARKS

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A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
JUN 6 '84

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/23/84	8. FEDERAL ROUTE NUMBER FAU 9022	9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

East Main Street - East City Limits (Hillsboro) Section

11. GENERAL DESCRIPTION OF WORK

Grade, pave, signing, signals and lanscaping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 5/10/84.

13. REMARKS

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A signed copy of the Title sheet is returned herewith.

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The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
JUN 6 '84
REFER TO Potter
FOR
Info | Insp | R/D | D/R | Sign | Act | File

Orig. to W/att. 6/6

14. DATE 5/23/84	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

Hillsboro

ATTACHMENT A

Special Conditions for Material Removal/Fill Permit No. 3964

1. This permit authorizes the removal of up 120 cubic yards of material and the placement of up to 1,700 cubic yards of fill material in Section 33, T1N, R2W (Dawson Creek, mile 1.57) for road reconstruction purposes as outlined in the attached permit application, map and drawings.

2. Turbidity increase shall be limited to 10% increase above background as measured 100 feet below project.

3. Waste materials and spoils shall be placed above the bankline.

4. There shall be no operation of equipment in the active flowing stream between October 1 and June 1.

5. The stream shall be diverted around the project ~~side~~ site during any construction activity.

6. A new channel may be constructed under these conditions:

    a. There shall be no operation of equipment in the active flowing stream except to connect the newly dug channel into the existing stream.

    b. The new channel shall be completely excavated before diverting the stream flow.

7. Areas of streambank disturbance shall be seeded or planted with grass and/or legumes.

8. No channel work shall occur upstream of the slope easement as depicted in the attached permit drawing.

9. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive urbidity or damage to natural resources.

May 17, 1984

334-1901

STATE OF OREGON **INTEROFFICE MEMO**

TO: GARY POTTER, Manager
Program Section

DATE: May 7, 1984

FROM: JAMES D. McCLURE
Project Development Engineer

JM Clure

SUBJECT: Full Funding Commitment
East Main Street-Hillsboro ECL
Cornell Road

I discussed with Eldon Mills, City Manager for the City of Hillsboro, the need for a full funding commitment based on our engineer's estimate on their Cornell Road project. The difference between our engineer's estimate, which the City has a copy of, and the available FAIX funding is approximately $650,000. I advised Eldon that the project has been delayed to a June 15 bid letting due to the permit required from the Division of State Lands.

He requested that we proceed with the June bid letting and that the City is committed to fund the full difference above the available FAIX funds. He further advised he now has council approval for the $300,000, discussed in his attached April 30 letter, and is confident that the larger difference can be funded. However, the additional will place a strain on their budget and will mean that some other project will not be funded.

Roy Gibson, City Engineer for the City of Hillsboro, is proceeding with the DSL permit process which will be needed in approximately two weeks by Steve Macnab to advertise for bids.

REFERRED TO JH
Mann [✓ Henry]
Onno Edwards
Erikson Anderson
King Bedford Lee
[✓ Return] Discuss Do File Due
By FINAL DESIGN ENGINEER

po

cc: E. S. Mills - City of Hillsboro
Roy Gibson - City of Hillsboro

E. L. Hardt
Steve Macnab
Don Trout
Wayne Schulte
Bob Heard

Attachment

1 Versteeg ✓
Anderson
2 Adams A
3 Macnab M
Edwards
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Trout VT
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RECEIVED
MAY 8 1984
ROAD DESIGN SECTION

Do Not File ☐
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81-125-1387

City Of Hillsboro

205 S.E. Second Ave. □ 681-6100 □ Hillsboro, Oregon 97123

April 30, 1984

OM [✓ MRE] OE [✓ PPM] CE
TOS MAY 1 1984 ME
US [✓ PDM]
CSA Metro Region TAM
SO PA EM BUD LM

Mr. Bob Heard
Oregon Department of Transportation
9002 S. E. McLoughlin Boulevard
Milwaukie, Oregon 97222

Subject: Cornell Road Construction - Hillsboro
Project No. IX-9022(9)

Dear Mr. Heard:

It was with some consternation that I was further advised on Friday, February 27th, that by your estimated construction cost, the project might exceed by $300,000 or more the original estimates and allocations.

I have advised you through Mr. Gibson, that if absolutely necessary to accomplish construction, we could through reallocation of capital funds programmed for other projects, fund an additional $300,000 plus and ask that you proceed with the call for bids and the bids be opened as indicated, May 24th.

It needs to be clearly understood that while I am making this commitment, it would technically be subject to revocation by action of the City Council, as I have not had the opportunity to spend the time and effort to prepare reallocation proposals, take these to City Council and secure anything as firm as resolution, or anything of that sort. However, I am confident that the Council will support my position. I trust that the Department will permit the project to go forward to bidding, so that we will know precisely where we are when we look at the low responsible bid.

As you continue to look over this project between now and the time of contract, please attempt to identify any reasonable cost saving possibilities which would not be of significant technical or environmental detriment to the project, as a several hundred thousand dollar shock to a small community is certainly a blow which might set other program projects back some time.

Your continued cooperation and support is greatly appreciated by the staff and me. If we may be of further assistance, only call upon us at your convenience.

Very truly yours,

CITY OF HILLSBORO

By ES Mills
E. S. Mills
City Manager

ESM/gw

cc: Mayor
Chairman, Street Committee

334-1901

STATE OF OREGON **INTEROFFICE MEMO**

TO: FILE **DATE:** April 30, 1984

Bob Heard

FROM: BOB HEARD
Project Coordinator

SUBJECT: E. Main St.-ECL (Hillsboro)
Cornell Road

On Friday, April 27, 1984, I met with Roy Gibson, acting City Engineer for the City of Hillsboro, to discuss the $800,000 shortage of construction funds for the Cornell Road project. I gave Roy a copy of the confidential unit prices for bid items for comparison with the list he originally submitted with the project. After going through the bid item scheules, we found that, in many cases, the unit prices used for estimating the cost were significantly different. Roy indicated that they had based theirs on previous contracts that they had let in the City. I indicated that ours were based on average bid prices that we had received on contracts state-wide.

He determined that there were items on there that could be eliminated, but it only amounted to a non-significant amount of money. I told him that it was possible that when the contract was let, that the bid prices may be as much as 10 percent under our estimated cost (it can also be equal to, or greater than, our estimated cost). With the thought in mind that the contract could come in a maximum of 10 percent under our estimated cost, he discussed the financial matter with the city manager. The decision was to let the contract using our unit cost estimates. The City will, in the meantime, try to develop the additional $800,000 necessary as per our cost estimate. If they cannot work out some agreement with Washington County and the MSD to provide this money, they, the City of Hillsboro, will provide the additional money necessary to fund the contract. I asked Roy to send me a letter confirming this arrangement.

po

cc: E. L. Hardt
J. Q. McClure
C. H. Duval
Wayne Schulte
Karen Bunk
Roy Gibson

3846

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

September 9, 1983

[illegible]
[illegible] S. HUNTER

Howard Harris
Department of Environmental Quality
P.O. Box 1760
Portland, OR 97207

RE: Indirect Source Construction Permit
Application
East Main Street - Hillsboro ECL
Cornell Road
Washington County

Dear Mr. Harris:

Attached is our application for an Indirect Source Construction Permit for the subject project. Also attached is an indirect source permit application checklist, a copy of the Environmental Assessment, and a copy of the Air Quality Analysis.

Please review and process the application pursuant to OAR 340-20-100 through 340-20-135. Tim Thex is available to discuss the report with you if you have any questions.

Sincerely,

ORIGINAL SIGNED BY
CAM GILMOUR

Campbell M. Gilmour, Manager
Environmental Section
412 Transportation Building
Salem, OR 97310

CMG:TT:lm

Attachments

bc: E. S. Hunter w/attach
E. L. Hardt w/attach
Larry Rice w/attach
Tim Thex w/attach

RECEIVED
TECHNICAL SERVICES
SEP 9 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

Department of Environmental Quality
Air Quality Division
522 Southwest Fifth Avenue, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

INDIRECT SOURCE CONSTRUCTION PERMIT APPLICATION

APPLICATION TO: ( ) Construct a New Indirect Source
(X) Modify an Existing Indirect Source

An Indirect Source Construction Permit shall be applied for at least 90 days in advance of the anticipated shart of construction. The Department may request additional information within 15 days of receipt of this application. The Department will act to approve or deny a completed application within 60 days after receipt of the completed application.

1. Project Information

Project Name East Main Street - East City Limits

Address of Project Cornell Road (Street) Hillsboro (City) OR (State) (Zip)

Nature of Business Highway

Estimated Construction Date December 22, 1983 No. of Parking Spaces

(Please include information requested pursuant to OAR 340-20-100 through 20-135)

(For parking permits, see the second page of this form)*

2. Applicant Information (Permit will be issued to this person, agency or business)

Business Name Washington County

Mailing Address 150 N. 1st Street (Street) Hillsboro (City) OR (State) 97123 (Zip)

Responsible Person to Contact Larry Rice (640-3406) Title Director of Public Works

Other Person Who May Be Contacted Martin Nizlek (640-3425) Title Transportation Division Manager

Corporation ( ) Partnership ( ) Individual ( ) Government Agency (X)

Signature of Applicant Campbell M. Gilmour (owner, operator, or developer) Date

Title Phone

3. Consultant Information (If representing applicant)

Business Name Oregon Department of Transportation

Mailing Address 412 Transportation Building (Street) Salem (City) OR (State) 97310 (Zip)

Responsible Person to Contact Cam Gilmour (378-8486) Title Manager, Environmental Section

Other Person Who May Be Contacted Tim Thex (378-8486) Title Coordinating Engineer Environmental Section

Where carbon monoxide air quality standards are projected to be violated in 1983, all projects will be evaluated for approvability on the basis of whether or not their contribution, or incremental increase to a carbon monoxide 8 hour average standard violation is no greater than 0.5 mg/m^3 8 hour average concentration.

AIPA (8/79)

Hillsboro

ROAD DESIGN SECTION 378-6558 DES 16

Jon Rose, Metro Region
Federal Aid Specialist

September 2, 1983

D. R. Adams, P.E.
Final Design Engineer

E. Main St.-E.C.L. (Hillsboro) Section
Cornell Road
Washington County

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ROAD DESIGN SECTION

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Attached is a set of prints on the subject project on which are shown required and suggested revisions.

Required:

1. Use only single mail box supports - no multiples.
2. If General Excavation is shown on brackets do not show in construction notes.
3. Show pipe under pavement only where existing surfacing is to remain.
4. Approval signatures on Title Sheet.
5. Construction Note Sheets require a "Sheet No." and "Printing Instruction" blocks in the upper right hand corner.

Suggested revisions are noted on the plans.

On future projects to FA, Title Box should be in the upper right hand corner. The wide binder margin should be at the left edge of the sheet. Adjustment for back to back printing of binder margin will be made by the printer.

Please have these revisions put on the mylar originals and forward them to us for further processing.

DNS:rlr
Attachment

cc: Norm Henry

Hillsboro

ROAD DESIGN SECTION

DES 16

Robert J. Heard

March 28, 1983

D.R. Adams
Final Design Engineer

East Main Street-ECL (Hillsboro) Sec.
Cornell Road
Washington County

Attached are the original and two prints of sheet 13. The printing is satisfactory except for the lettering, which needs to be larger and heavier. Improvement of note legibility will make it easier for bidders to understand the construction items and should improve their ability to bid.

A special process is required in the printing so an additional cost of $20 per plan sheet will be required.

DRA:kg

Attachments
cc: Norm Henry

RECEIVED
MAR 29 1983
ROAD DESIGN SECTION

Versteeg
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Hillsboro

REVISED

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: East Main St. - ECL (Hillsboro)
Date March 8, 1983
Highway: Cornell Road
Twenty Year Traffic Coefficient 10.0
County: Washington
18 kip EAL's per day 346
Prefix: 334-1901
R Value 7
Project Manager:
Frost Penetration ---
CBE Total Requirement 33.0"

STRUCTURAL SECTION
NEW WORK

Sta. 0+00 to Sta. 35+00 (Widening)

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0"
2.0"	A.C. Wearing Surface - Class "C"	4.0"
6.0"	A.C. Base - Class "B"	12.0"
14.0"	Aggregate Base	14.0"
23.5"		33.0"

REFERRED TO
1 Watson W Mann
Cole 2 Stoudenmeyer
Eriksen King
Beard Dorn Lau
Return Discuss Do File Due
FINAL DESIGN ENGINEER

Sta. 35+00 to Sta. 128+00

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0"
4.0"	A.C. Wearing Surface and Base - Class "C"	8.0"
12.5"	Treated Base	22.5"
18.0"		33.5"

EXISTING ROADWAY

Sta. 0+00 to Sta. 35+00 (Width 40'±)

ACTUAL THICKNESS	COMPONENT
1.5"	A.C. (Final Stage)
2.0"	A.C. Overlay, plus 1.0" allowance for leveling.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Project Coordinator
D. E. Swan

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1984 E Main St.-E. City Limits 9846
Sec. Cornell Rd. Hillsboro
(Grad, pav, sign, sig. & lndscp.) #1

Hillsb

PROJEC. PROSPECTUS

PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

SECTION East Main Street-East City Limits (Hillsboro) NE Cornell Road FAU 9022	KEY ID#
	REGION 1

SURVEY AUTHORITY

AUTHORIZATION NO.	PREFIX	DATE
3	334-1901	12/1/82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 4,000	915 AUDITS	$	$ 400	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		122,000	918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		7,000
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		3,000	923 ENVIRONMENTAL SECTION		23,000	950 TRAINING		
910 REGION GEOLOGIST		2,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		4,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		5,000
913 RIGHT-OF-WAY LIAISON		2,000	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		100	932 RAILROAD & UTILITIES		100			

TOTALS	$180,000	$180,000
PREVIOUS AUTHORIZATION		$176,600
ADD. AUTH. REQUIRED		$ 3,400

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IX-9022(6) 8/27/82

LOCATION ENGINEER'S REMARKS

FONSI approved 8/27/82. Work approved through P.S.E. Doc.

1 Versteeg ✓
Anderson
2 Adams
3 Olson
Sullivan
Terpin
4 Trost
Wakeling

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ROAD DESIGN SECTION

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To bring up authority to FHWA approval.

PREPARED BY P. V. Lewellyn	DATE 12/1/82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Wendell E.	DATE 12/6/82
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X Frank E. Terpin	DATE 12/2/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

9846

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9022(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10066

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/29/82

8. FEDERAL ROUTE NUMBER FAU 9022

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
East Main St. - East City Limits (Hillsboro) Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 10/22/82 you are authorized to proceed with all phases of right of way acquisition for files 52920 through 52940 as shown on R/W maps 9B-21-21 and 10C-52-1 at a TEC of $600,000 Federal Funds $510,000.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

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FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig to
11/2

14. DATE 10/29/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4846

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: October 22, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 10066
Project No. IX-9022(7)
E. Main St.-ECL (Hillsboro) Section
Washington County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way maps 10C-52-1 & 9B-21-21 for the subject project.

I request authorization to proceed with the actual acquisition of the right-of-way all phases at an estimated total cost of $00,000 with an obligation of $510,000 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way maps and does not involve relocation assistance.

This request is based on the November 5, 1980 letter to you from the Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 conclusion was previously forwarded.

CL:bks
Enc.
cc: J. Boyd
F. Lowe
E. Mershon
General Files

Form 734-3122

PROJE ‸ PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Washington County	KEY ID#
SECTION Hillsboro ECL - NW 185th Ave., Cornell Road	REGION Metro

Cornell Road FAU 9022 **SURVEY AUTHORITY**	AUTHORIZATION NO. 1	PREFIX 234-1913	DATE Oct. 21, 1982

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1,500	$ 1,500	915 AUDITS	$ 200	$ 0	933 SURFACE DESIGN	$ 1,500	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	50,000	50,000	918 LOCATION			935 SOILS		
904 CONSULTANT	231,200	146,800	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	1,600	1,600
905 FINAL DESIGN	1,000	0	920 PROGRAM MANAGEMENT	300	300	937 HYDRAULICS	1,500	1,500
906 BRIDGE DESIGN			921 SPECIFICA-TIONS	2,500	0	938 REGION ENVIRONMENT	1,000	1,000
907 PRELIMINARY DESIGN	1,000	1,000	922 ADMIN. SERVICES	100	0	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	500	500	950 TRAINING		
910 REGION GEOLOGIST	1,000	1,000	924 D.O.T.			955 R/W RELCC. ASSISTANCE		
911 TRAFFIC SECTION	500	0	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE	500	0	926 FOUNDATION			980 PUBLIC HEARING	500	500
913 RIGHT-OF-WAY LIAISON	3,000	3,000	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	300	300	932 RAILROAD & UTILITIES	300	0			
						TOTALS	$ 300,000	$ 210,000
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

Washington County will hire and manage a consultant to develop the project preliminary engineering/project development phase, prepare project draft environmental document, obtain FHWA approval, and assist the County in conducting the public hearing.

VP

After the hearing phase Washington County will decide either to hire the consultant or request the State to finalize the environmental document, complete the preliminary engineering and prepare the final design for Unit 1 construction.

H JW

H

Environmental Document to cover entire project - Preliminary Engineering to cover Hillsboro ECL to Cornelius Pass Rd

ON HIP (Authority Approved only for work necessary to hold Public Hearing

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 12/6/82
RECOMMENDED, REGION ENGINEER X	DATE 10/27/82	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X Frank E. Perkins	DATE 12/1/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

1 Versteeg ✓
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PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Hillsboro ECL - NW 185th Ave.			KEY ID # REGION Metro
STATE HIGHWAY # N/A	HIGHWAY NAME N/A	MILE POST FROM N/A TO	LENGTH 2.5 mi.
☒ URBAN ☐ RURAL	CITY N/A	COUNTY Washington	ROAD/STREET NAME Cornell Road
ROUTE #	FEDERAL AID # FAU 9022	APPLICANT (IF OTHER THAN STATE) Washington County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 300	GRADING (✓)	XX	FILES (#)	to be determined
RIGHT OF WAY		$ 400	PAVING (✓)	XX	ACRES (#)	to be determined
ROADWAY	$2,700		STRUCTURES (✓)	XX	RELOCATIONS (#)	2
STRUCTURES	$ 100		SIGNING (✓)	XX	**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$ 160		SIGNALS (✓)	XX	PRELIMINARY ENGINEERING (S,C,A)	C
ILLUMINATION	$		ILLUMINATION (conduit only) (✓)	XX	CONSTRUCTION ENGINEERING (S,C,A)	C
TEMPORARY PROTECTION	$		Railroad Crossing	XX	RIGHT OF WAY DESCRIPTIONS (S,C,A)	C
Railroad	$ 250		ENVIRONMENTAL CLASS (1,2,3)	3	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
40% ENGINEERING & CONTINGENCIES	$ included		DESIGN CATEGORY (1-7)	2	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$3,210	WORK TYPE (1-12)	1	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$3,910				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAIX (Mt. Hood Transfer)	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	3-5
STRUCTURES (#)	1	1
SIGNALS (#)	0	2
BIKE PATH (Y/N)	No	Yes
AVERAGE DAILY TRAFFIC	14,500	28,000
YEAR OF AVERAGE DAILY TRAFFIC	1981	2000

DEFINE THE PROBLEM

Inadequate roadway capacity to meet projected future need.

PROPOSED SOLUTION

Widen, realign, and signalize the roadway.

REQUESTED, REGION ENGINEER X	DATE 10/27/82
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION Hillsboro ECL - NW 185th Ave., Cornell Road	REGION Metro

PROJECT JUSTIFICATION

Project request from Washington County.

Regional transportation plan.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Hillsboro ECL - NW 185th Ave., Cornell Road

REGION: Metro

E[illegible]R: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	C	STORM SEWER	C	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	C	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	E	PROJECT SIGNING	C	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	E	DETOUR	N	BORROW SOURCE	A	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	C
PUBLIC HEARING	A	ILLUMINATION	C	MATERIAL SOURCE	C	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	C	DISPOSAL SITE	A	STATE LANDS	N	SECTION 106	C
VICINITY MAP	C	RR PROTECTION	C	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	C
SOILS INVESTIGATION	C	RR SEPARATION	C	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	A	▨	▨	SIGNALS	C	OLD (#) 0	NEW (#) 2

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
To be determined		0	2

UTILITIES: A (LIST BELOW)

COMPANIES
Portland General Electric
General Telephone Company
Unified Sewerage Agency
Wolf Creek Water District

RIGHT-OF-WAY LIAISON	A	EASEMENTS (#)	unk.	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 55	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
---	---	---	---	3'	---	---	11'	0	11'	---	---	3'	---	---	---	---
4'	---	---	---	---	---	12'	12'	14'	12'	12'	---	---	---	---	---	4'

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

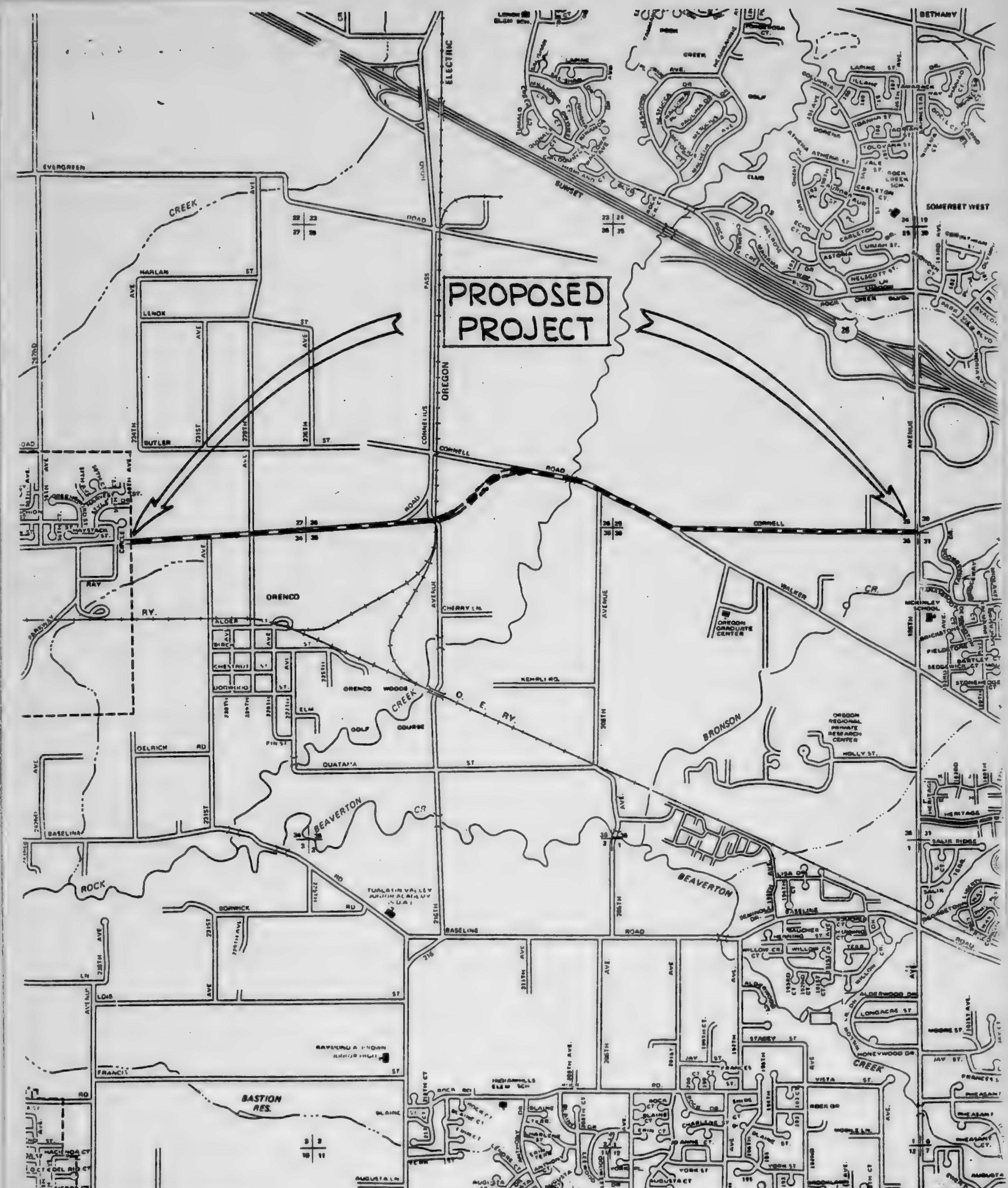
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 12/1/82

734-1912 (7-82)


PROPOSED
PROJECT
CORNELL
ROAD
BETHANY
SOMERSET WEST
SUNSET
HIGHLAND
ROCK CREEK BLVD.
26
EVERGREEN
CREEK
HARLAN
LENOX
BUTLER
OREGON
ELECTRIC
CORNELIUS
PASS
ORENCO
ORENCO WOODS
GOLF COURSE
O. E. RY.
CHERRY LN.
KEMPLE RD.
OREGON GRADUATE CENTER
OREGON REGIONAL PRIMATE RESEARCH CENTER
WALKER
BRONSON
HOLLY ST.
QUATAMA
BEAVERTON CR.
ROCK
BASELINE
BEAVERTON
BORWICK
TUALATIN VALLEY
185TH
ALDER
BIRCH
CHESTNUT
DOGWOOD
ELM
FIR ST
MC KINLEY SCHOOL
HERITAGE
SALIX RIDGE
ALDERWOOD DR
LONGACRE ST
MOORE ST
HONEYWOOD DR
JAY ST
FRANCES
VISTA
BASTION RES.
BLAINE
AUGUSTA LN
LADD ACRES SCHOOL
JOHNSON
JOHNSON CT.
CLARION
REEDVILLE
216TH
208TH
198TH
209TH
231ST
LOIS
FRANCIS
OELRICH RD
RAY
RY.
SCHOLLS
ELDER
22 23
27 26
23 24
26 25
24 19
25 30
27 26
34 35
26 25
35 36
25 30
36 31
35 36
2 1
36 31
1 6
34 35
3 2
3 2
10 11
12 7

9846

10-13-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9022(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10066

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/27/82

8. FEDERAL ROUTE NUMBER FAU 9022

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
East Main Street - ECL (Hillsboro) Section

11. GENERAL DESCRIPTION OF WORK
PS&E preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $62,352 - FF $53,000

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Swan's letter of 10/7/82. FONSI approved 8/27/82.

NOTED 10/22
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 21 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 10/13/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9246

+

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: October 7, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Preliminary Engineering (Phase 2)
Item No. 10066
Project No. IX-9022(6)
E. Main St.-ECL (Hillsboro) Section
Washington County

I request authority as of August 27 to proceed with the portion of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval at an estimated total cost of $62,352 with obligation of $53,000 in Federal funds.

This request is based on the fact that the Finding of No Significant Impact (FONSI) was approved by you on August 27, 1982.

JLG:bks
cc: Ed Hardt (Metro)
Jon Rose (Metro)
Earl Mershon (Metro)
Gary Zehner
General Files

Form 734-3122

9846

4(f) Determination
for
OREGON PROJECT IX-9022(6)
East Main Street-Hillsboro ECL Section
Cornell Road
Washington County

The Oregon Department of Transportation proposes to reconstruct Cornell Road within Hillsboro. The project will require a strip of land 16 feet wide and 250 feet long from the J. W. Poynter Junior High School baseball and soccer field. This facility serves as a significant recreational site for the community. Acquiring similar footage on the opposite side of the project would involve eliminating business parking for a number of small shops. Cornell Road is a heavily used commuter route during school hours. The project will include sidewalks on both sides of the street, a traffic light at the nearby intersection, and a gated safety fence between the street and playfield. The existing ball diamond will be relocated which will make the facility more useable.

Based on the data presented in the project's environmental assessment and 4(f) evaluation, I have determined that there are no other feasible and prudent alternatives to this proposal. Also necessary steps have been taken to minimize harm.

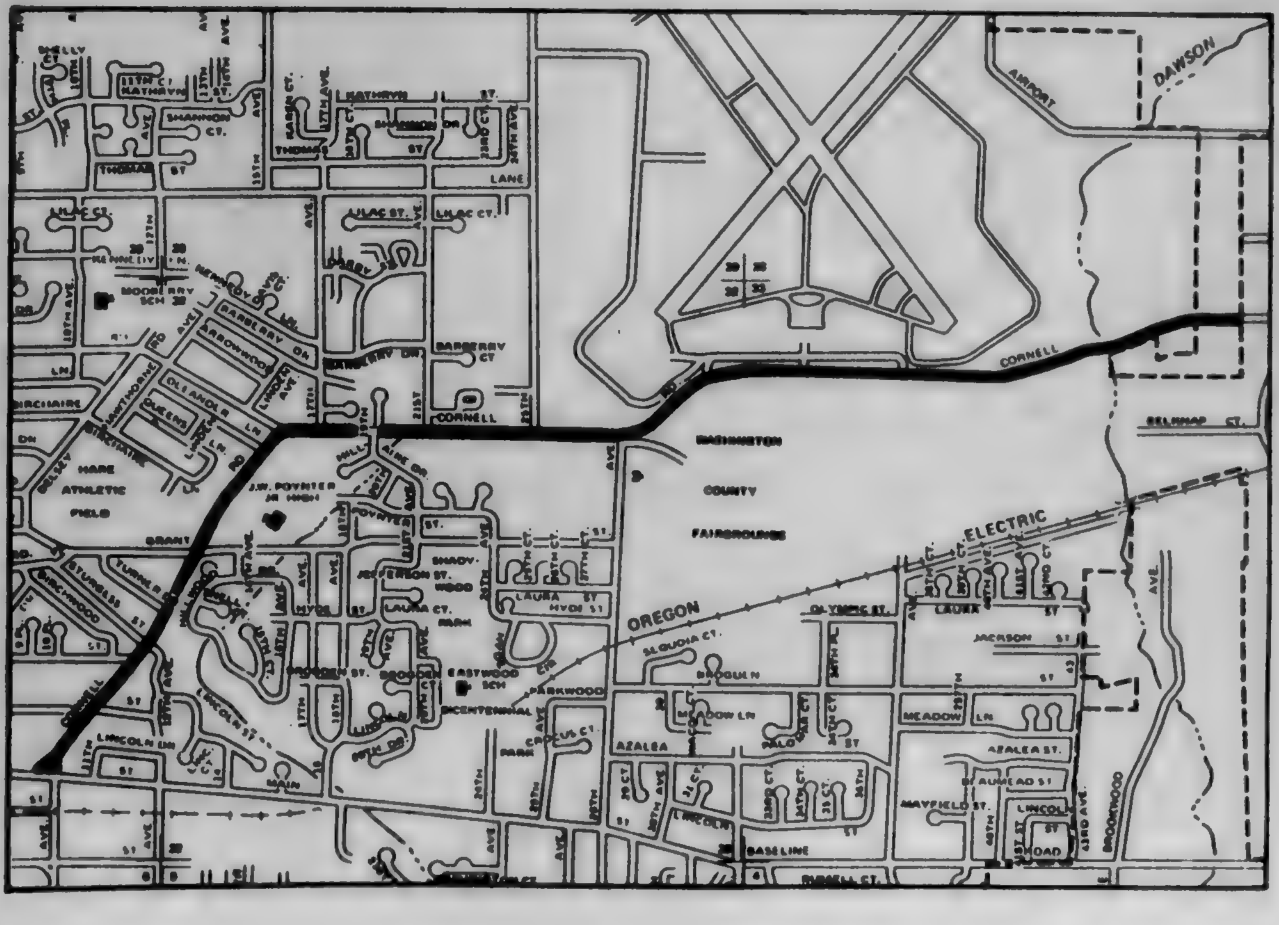
August 30, 1982
Date

Irvin C. Lloyd
Irvin C. Lloyd
Environmental Programs Manager

East Main Street to Hillsboro
East City Limits, Cornell Road

ENVIRONMENTAL ASSESSMENT and

SECTION 4(f) STATEMENT


AIRPORT
DAWSON
CORNELL
BELKNAP CT.
WASHINGTON COUNTY FAIRGROUNDS
OREGON ELECTRIC
MOOBERRY SCH
HARE ATHLETIC FIELD
J.W. POYNTER JR HIGH
SHADY-WOOD PARK
EASTWOOD SCH
BICENTENNIAL PARK
LAURA ST
JACKSON ST
MEADOW LN
AZALEA ST.
MAYFIELD ST.
LINCOLN
MAIN
BASELINE
BROOKWOOD AVE.

FEDERAL HIGHWAY ADMINISTRATION
OREGON DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
for
OREGON PROJECT IX-9022(6)
East Main Street-Hillsboro ECL Section
Cornell Road
Washington County

The FHWA has determined that this project will not have a significant impact on the human environment. This finding is based on the attached environmental assessment and 4(f) evaluation which has been independently reviewed by the FHWA and found to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

August 27, 1982
Date

Dale E. Wilken

Dale E. Wilken
Division Administrator
Oregon Division - Salem, Oregon

4(f) Determination
for
OREGON PROJECT IX-9022(6)
East Main Street-Hillsboro ECL Section
Cornell Road
Washington County

The Oregon Department of Transportation proposes to reconstruct Cornell Road within Hillsboro. The project will require a strip of land 16 feet wide and 250 feet long from the J. W. Poynter Junior High School baseball and soccer field. This facility serves as a significant recreational site for the community. Acquiring similar footage on the opposite side of the project would involve eliminating business parking for a number of small shops. Cornell Road is a heavily used commuter route during school hours. The project will include sidewalks on both sides of the street, a traffic light at the nearby intersection, and a gated safety fence between the street and playfield. The existing ball diamond will be relocated which will make the facility more useable.

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August 30, 1982
Date

Irvin C. Lloyd
Irvin C. Lloyd
Environmental Programs Manager

EAST MAIN STREET-EAST CITY LIMITS
CORNELL ROAD

CITY OF HILLSBORO
WASHINGTON COUNTY

ENVIRONMENTAL ASSESSMENT/SECTION 4(f) STATEMENT

U. S. DEPARTMENT OF TRANSPORTATION

Revised August 1982

Federal Highway Administration
and
Oregon Department of Transportation

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PROJECT DESCRIPTION

LOCATION AND SITUATION

The 2.4-mile project (Figures 1, 2 and 3) is located in the northeasterly portion of Hillsboro, Oregon, an incorporated city with a population of approximately 28,000. The city is 13 miles west of Portland and is the Washington County Seat.

The project section connects the Hillsboro city center with points east and passes between the Portland-Hillsboro Airport and the County Fairgrounds. 1.3 miles east of the project section, Cornell Road intersects Cornelius Pass Road, which continues north an additional 1.3 miles to intersect the Sunset Highway (US 26).

In conjunction with recent industrial and residential development, a short section of Cornell Road immediately east of the proposed project has already been widened to four lanes with a median left-turn lane and sidewalks.

PURPOSE AND NEED

Rapid suburban residential and industrial development in the Hillsboro area has substantially increased traffic volumes on the Cornell Road - Cornelius Pass Road connection between Hillsboro and US 26. Peak period traffic flows are beginning to exceed the existing traffic handling capacity of the project section; and this problem is further aggrevated by the increasing frequency of lane blockages caused by left-turn movements to new developments. In addition, the shoulders on Cornell Road east of Arrington Road are unpaved, narrow, and are bordered by large, open ditches in many sections. These shoulders are generally unsuitable for use by pedestrians or disabled vehicles.

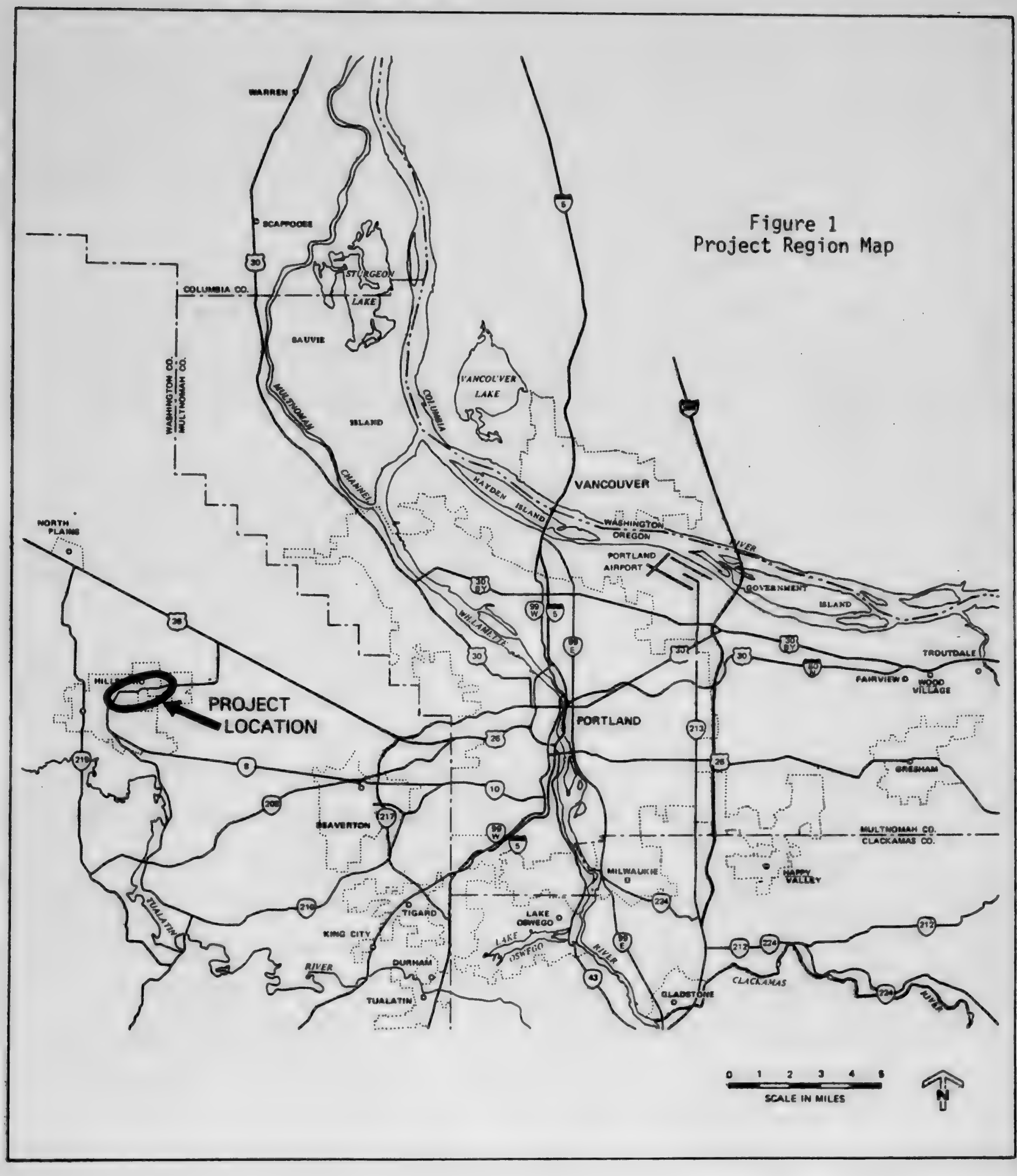


Figure 1
Project Region Map

WARREN
SCAPPOOSE
30
5
STURGEON LAKE
COLUMBIA CO.
SAUVIE
ISLAND
MULTNOMAH
CHANNEL
COLUMBIA
VANCOUVER LAKE
WASHINGTON CO.
MULTNOMAH CO.
HAYDEN ISLAND
VANCOUVER
WASHINGTON
OREGON
RIVER
PORTLAND AIRPORT
GOVERNMENT
ISLAND
NORTH PLAINS
30 BY
99 W
5
26
WILLAMETTE
30
99 E
301
30
30 BY
80 N
TROUTDALE
FAIRVIEW
WOOD VILLAGE
HILLSBORO
PROJECT LOCATION
PORTLAND
213
219
8
26
26
GRESHAM
10
208
BEAVERTON
217
99 W
5
MULTNOMAH CO.
CLACKAMAS CO.
MILWAUKIE
HAPPY VALLEY
224
TUALATIN
210
TIGARD
KING CITY
LAKE OSWEGO
LAKE OSWEGO
RIVER
99 E
212
224
212
RIVER
DURHAM
43
TUALATIN
GLADSTONE
CLACKAMAS
224
RIVER
0 1 2 3 4 5
SCALE IN MILES
N

FIGURE 2 VICINITY MAP

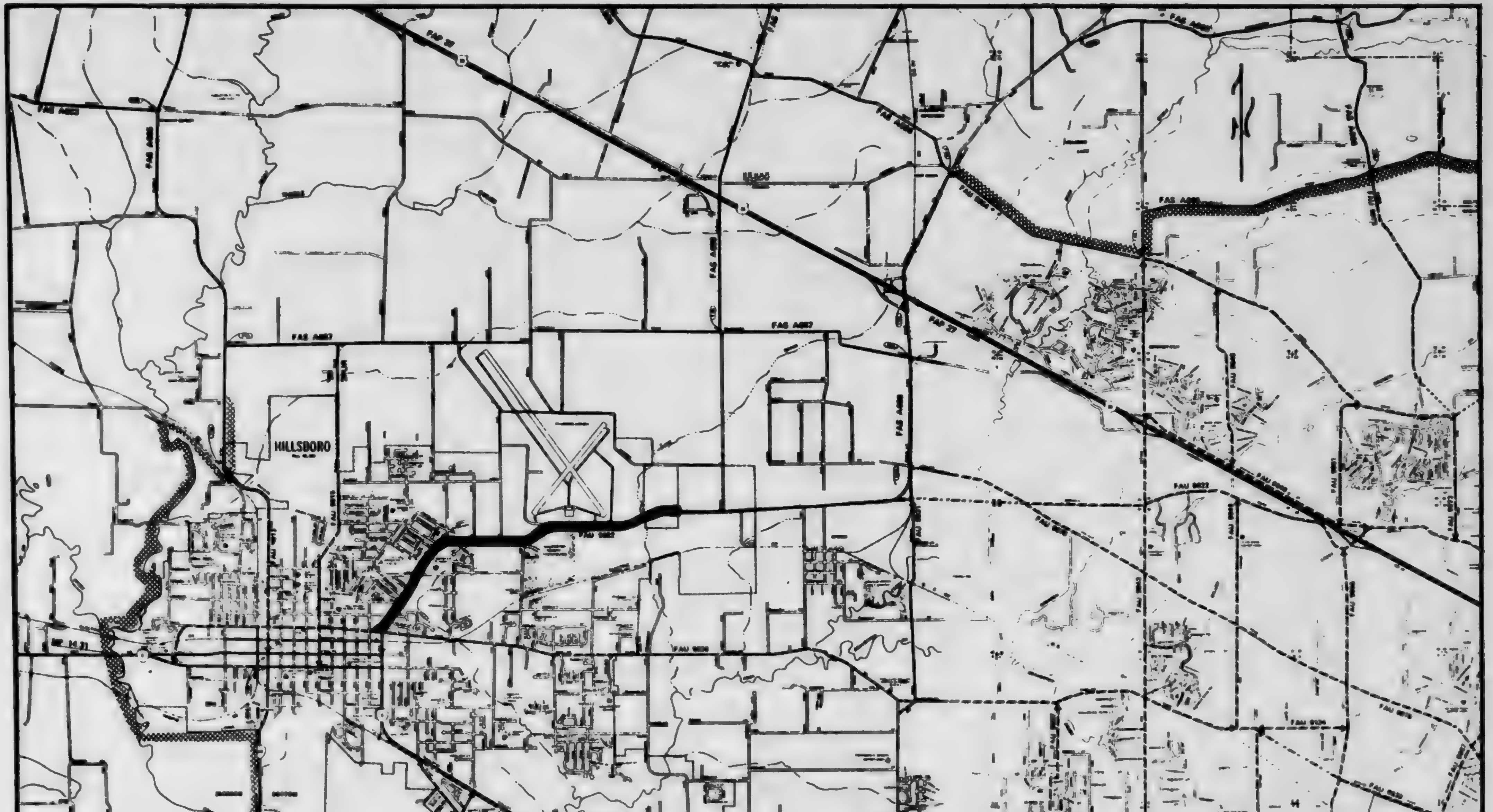
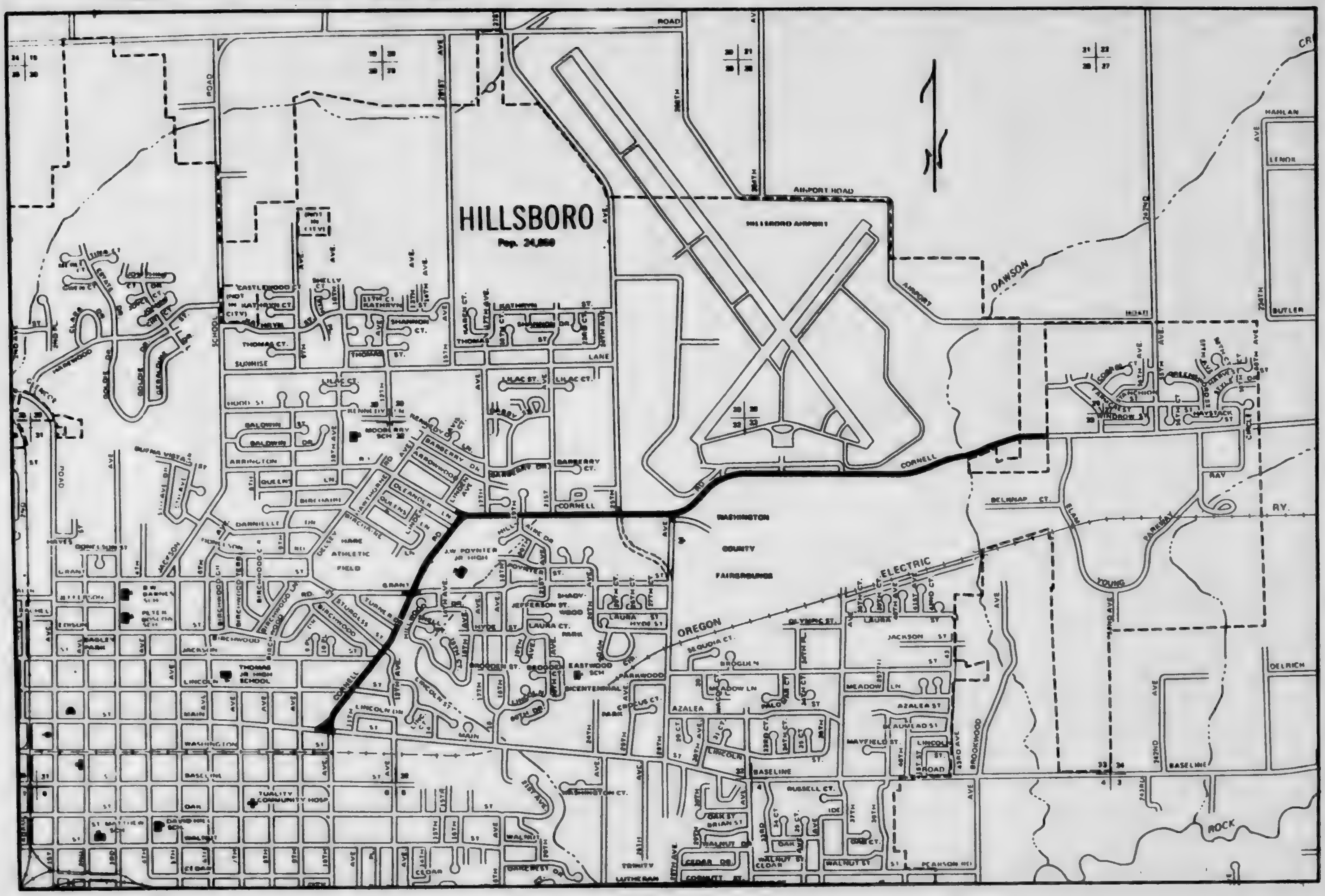

HILLSBORO
FAP 27
FAP 32

FIGURE 3 PROJECT AREA MAP


HILLSBORO
Pop. 24,800
HILLSBORO AIRPORT
AIRPORT ROAD
CORNELL
WASHINGTON COUNTY FAIRGROUNDS
OREGON ELECTRIC RY.
DAWSON
ROCK
BASELINE
BROOKWOOD
YOUNG
PARKWAY
BELKNAP CT.
J.W. POYNTER JR HIGH
HARE ATHLETIC FIELD
THOMAS JR HIGH SCHOOL
EASTWOOD SCH
TUALITY COMMUNITY HOSP
WASHINGTON
LINCOLN
MAIN
JACKSON
GRANT
SUNRISE
LANE
ROAD

The project incorporates the improvements to Cornell Road recommended in a city-wide circulation study as being needed to provide acceptable levels of service and safety for traffic projected through the year 2000.

THE SELECTED ACTION

The selected action is the same as the Build Alternative proposed in the May 1982 Environmental Assessment, except that a signal at Arrington Road has been added to the project. This action is preferred because it best meets the transportation need and can be implemented without causing significant impacts to the human or natural environment. This action is described in the following.

Beginning at the intersection of Cornell Road, East Main Street and 10th Avenue, the existing traffic island will be enlarged to make this short spur of Cornell Road one-way southbound in the intersection, with a stop sign at East Main Street. The main stream of north and south-bound traffic in the intersection will use 10th Avenue, which acts as an arterial extension of Cornell Road into the City's business district. The intersection of 10th Avenue and East Main Street will be signalized and have a protected left turn from southbound 10th Avenue to eastbound East Main Street.

Between Main Street and Arrington Road, the roadway will be widened to 48 feet with four 11- to 12-foot travel lanes (Figure 4a). Existing curbs and planted utility strips will be removed to gain this width. New curbs will be installed along the existing 5-foot sidewalk, but the sidewalk will have to be reconstructed to match driveway grades. A signalized left-turn refuge would be provided at the intersection of N.E. Grant Street and Arrington Road.

In addition to four 12-foot travel lanes, a continuous 12-foot median left-turn lane will be included in the section from Arrington Road to 25th Avenue (Figure 4b).

The highway will return to four lanes, east of 25th Avenue (Figure 4c), except that widening for left-turn lanes will be provided at a proposed mobile home park access, (approximately 300 feet east of Dawson Creek on the north side), at a future intersection with Brookwood Avenue extension, and at the entrance to the fairgrounds and the airport commercial area.

Four-foot bicycle lanes will be constructed on both sides of the roadway from 25th Avenue to the east project terminus. This will connect to a separately proposed bicycle route along 28th which intersects Grant Street and Baseline Road to the south.

The sidewalks which now terminate near Arrington Road will be extended to service the entire length of the project. The sidewalk on the north side will be five feet in width; the sidewalk on the south side will be eight feet wide from 17th Avenue to 25th Avenue, and five feet from 25th to the east end of the project.

The north entrance to the County Fairgrounds will be realigned to match the main entrance to the airport.

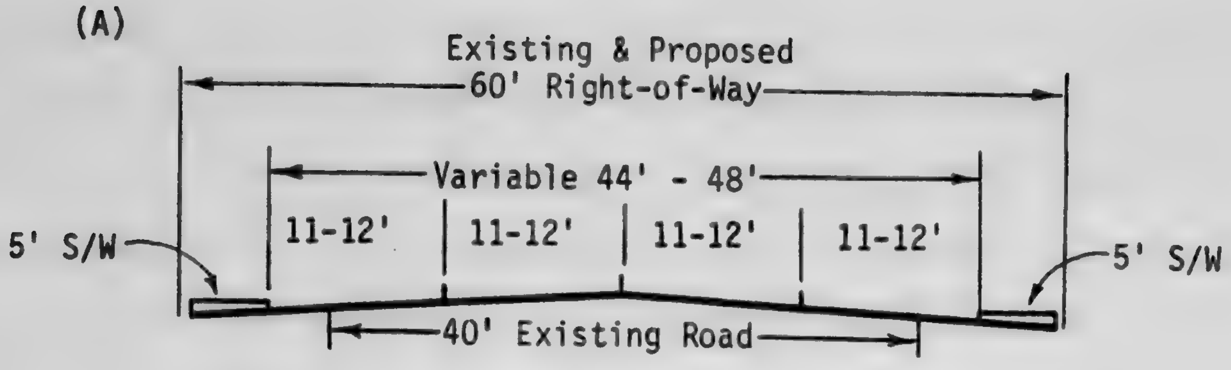
A separate project which will realign 28th Avenue on the south side of Cornell Road so that it meets 25th Avenue at a common signalized intersection at Cornell Road is currently near completion (Figure 3).

Drainage will be provided by connecting existing storm sewers where practical. A new storm sewer will be built between Hillaire Drive and a point 400 feet east of 21st Avenue, and will drain into a southward-

FIGURE 4

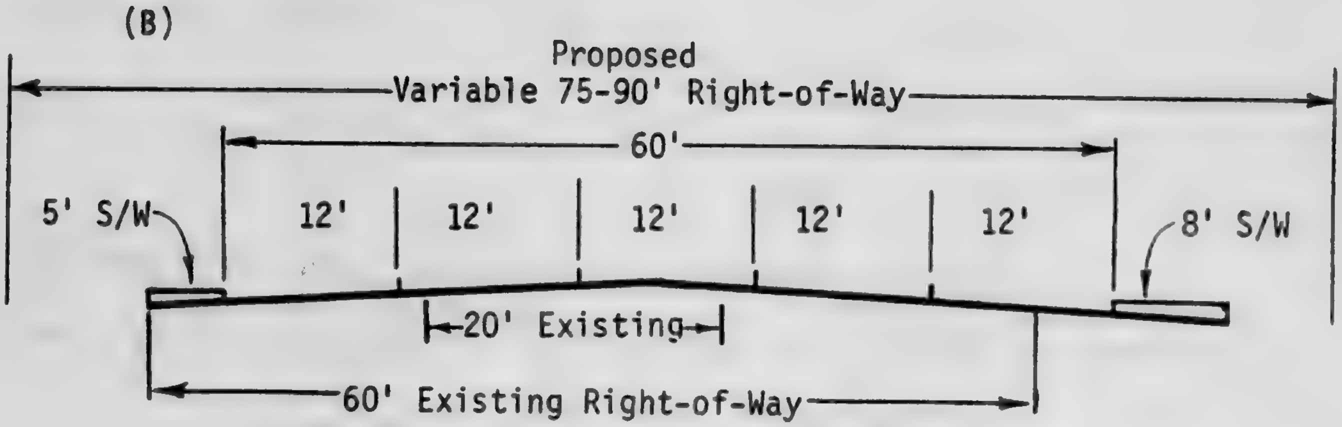
TYPICAL CROSS-SECTIONS

(A)


Existing & Proposed
60' Right-of-Way
Variable 44' - 48'
11-12'
11-12'
11-12'
11-12'
5' S/W
5' S/W
40' Existing Road

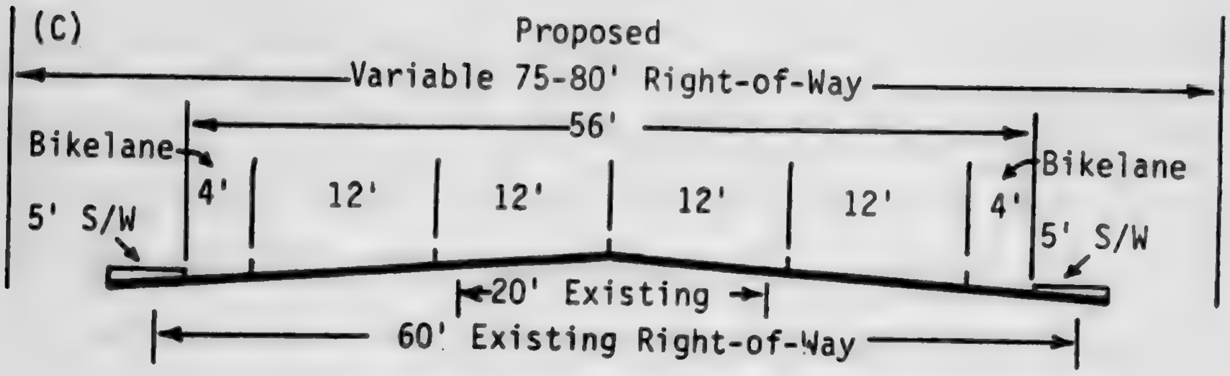
MAIN STREET TO ARRINGTON ROAD SECTION

(B)


Proposed
Variable 75-90' Right-of-Way
60'
5' S/W
12'
12'
12'
12'
12'
8' S/W
20' Existing
60' Existing Right-of-Way

ARRINGTON ROAD TO 25th AVENUE SECTION

(C)


Proposed
Variable 75-80' Right-of-Way
56'
Bikelane
4'
12'
12'
12'
12'
4'
Bikelane
5' S/W
5' S/W
20' Existing
60' Existing Right-of-Way

25th AVENUE TO EAST END OF PROJECT

flowing culvert 120 feet west of 21st Avenue. A 12-inch storm sewer will be constructed between Dawson Creek and a point 550 feet to the east. The crossing at Dawson Creek will require that the existing 6-foot arched culvert be extended southward to accommodate the widened highway. Dawson Creek will be rechannelized slightly to match the new outfall. A recently installed 60-inch storm sewer would be extended to meet the new creek channel.

If a Section 404 permit is needed for this work, copies of this environmental document will accompany the permit application to the responsible resource agencies to insure adequate environmental review.

The estimated cost of the project as described above is $2.3 million.

OTHER ALTERNATIVES CONSIDERED

The only other alternative considered in the Environmental Assessment was the No-Build, which would have maintained Cornell Road in its present configuration.

The existing two lane roadway is 40 feet wide from curb to curb between Main Street and Arrington Road and 20 to 25 feet wide from shoulder to shoulder between Arrington Road and the east end of the project. There are 5-foot sidewalks on both sides between Main Street and Oleander Street, with the west sidewalk continuing to Arrington. There are no pedestrian facilities east of Arrington. Planted utility strips three feet wide separate the sidewalks from the curbs. No special lanes presently exist for left turns to or from Cornell Road. There is a signal at the Grant Street intersection. And, shoulders on Cornell Road east of Arrington are unpaved, narrow and irregular, abutting large, open storm drainage ditches in many sections.

AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES AND MITIGATION

LAND USE AND RIGHT-OF-WAY

Existing land uses along the project include 71 single and multiple family residences, a public school, a private nursing home, several businesses, the Washington County Fairgrounds, and the Portland-Hillsboro Municipal Airport.

Direct Impacts

The proposed roadway widening will require 3.6 acres of new right-of-way, involving thirty parcels of property (12 zoned residential, 8 commercial, 9 industrial, 1 agricultural, and 1 public school parcel). The cost of acquisition is estimated to be approximately $400,000. No housing or businesses will be removed, nor will any businesses be damaged.

Relatively minor amounts of new right-of-way are required in the residential section between East Main Street and Arrington Road. A small triangle of residential property will be required on the east side of the intersection of Cornell Road and 10th Avenue to improve the roadway alignment; and, a 150-foot long by a maximum of 14 feet deep strip of residential frontage will be required on the northeast corner at Grant Street to provide space for a left-turn refuge.

A strip of residential and school property ranging from 4 to 35 feet in depth will be required on the southeast side of the highway to modify the curve at Arrington Road. East of this intersection, a strip 16 feet wide and 250 feet long will be required from the north edge of the J. W. Poynter Junior High School baseball and soccer field. Details of this acquisition and alternatives to it are described in the "Final Section 4(f) Evaluation" at the end of this document.

From Arrington Road to the east end of the project, a continuous strip of new right-of-way ranging from 4 to 25 feet in width will be required on the south side of Cornell Road, and a strip ranging from 5 to 15 feet in width will be required on the north side, beginning 300 feet east of 21st Avenue.

With the possible exception of two residential properties on the south side of Cornell Road between Dawson Creek and the east terminus of the project, existing and planned land uses east of Arrington Road will not be affected by the project. The 25 feet of new right-of-way required for construction along the two residential frontages will remove a strip of more than 40 large Douglas Fir trees, creating greater visual exposure of one of the residences.

Mitigation for any adverse effects of right-of-way acquisition along the project will consist of monetary reimbursements to the affected landowners for the fair market value of property acquired, damages and improvements removed. Information on right-of-way acquisition procedures, compensation benefits, and rights is summarized in Appendix A, "Acquiring Land for Highways".

Increasing traffic noise on Cornell Road is creating some conflict with existing low density residential uses between East Main Street and Arrington Road. Some redevelopment from single family to multiple family residential use is occurring in this section. The city could address this potential problem by imposing setbacks and/or design standards on future developments.

Indirect Impacts on Land Use

The metropolitan area urban growth boundary (UGB) follows Evergreen Road east and west, approximately one mile north of the project, then follows Cornelius Pass Road north to US 26. The City Comprehensive Plan designates the presently unincorporated areas along the Cornell Road-Cornelius Pass Road Corridor as "Future Urban." The existing Washington County Framework Plan also classifies the land north of the city limits as "Future Urban." And, land just east of Cornelius Pass Road was included in the Washington County 185th Land Use Study, which recommended a "Future Urban/Industrial" classification.

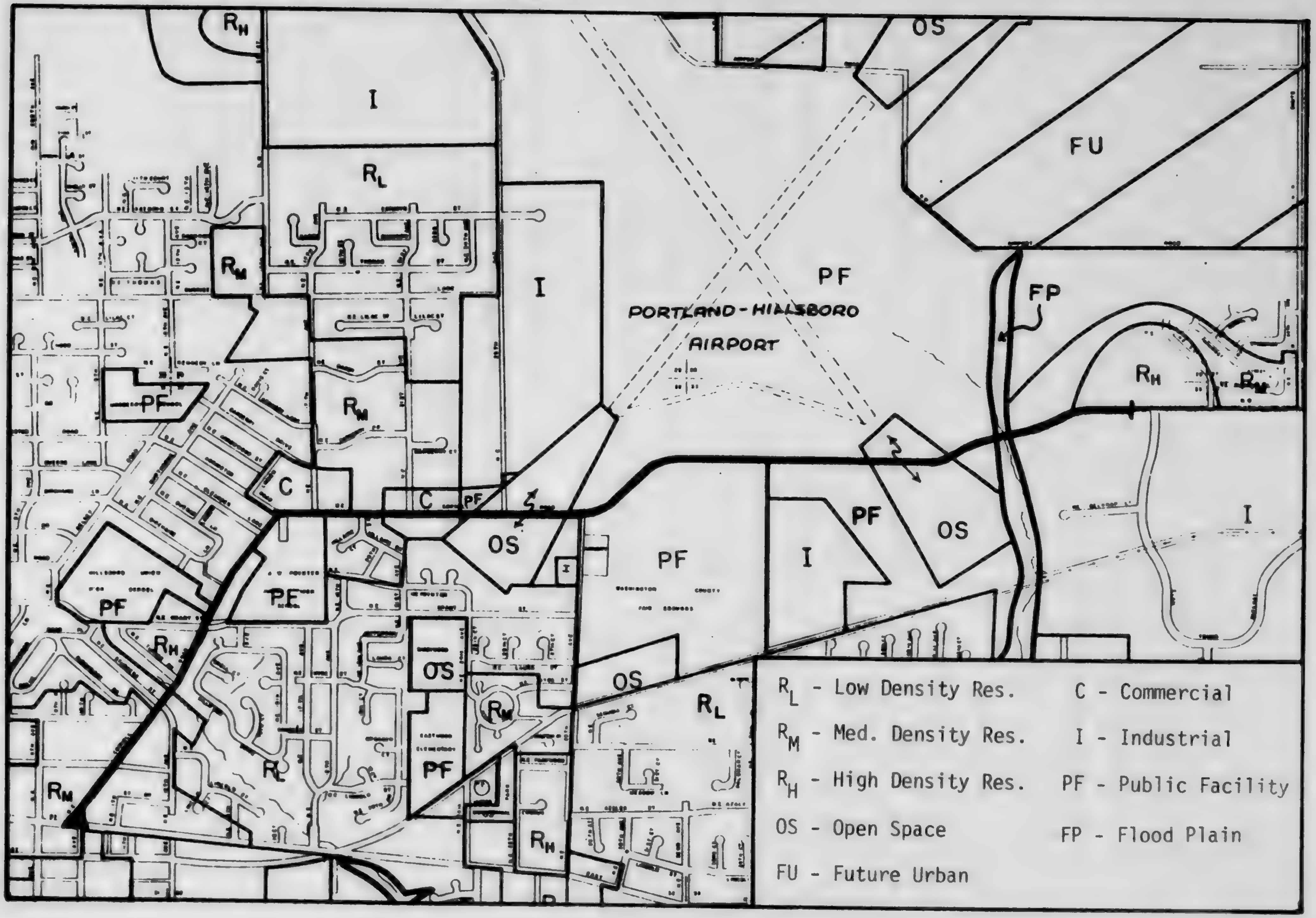
Most of the property to be acquired east of Arrington Road is classified as Commercial, Open Space (airport clear zone), or Public Facility (fairgrounds, airport, school) in the City Comprehensive Plan (Figure 5). The project is consistent with existing zoning and supports the comprehensive plan which calls for intensified development in much of the area east of Arrington Road.

The proposed Cornell Road widening is a link in the development of a high capacity arterial connection between US 26 and Hillsboro. The higher capacity will be needed to support the urban expansion being proposed for this area in the City and County plans.

Although the project passes through prime farmland soils (based on U.S. Soil Conservation Service classification) the area is within the UGB and is designated for urban uses in the comprehensive plan.

If the East Main Street-East City Limits widening is constructed, only a two-mile section of highway will remain to be widened to provide a

FIGURE 5 HILLSBORO COMPREHENSIVE PLAN MAP


PORTLAND-HILLSBORO AIRPORT
PF
FU
OS
FP
I
R_L
R_M
R_H
C
PF
OS
R_L - Low Density Res.
R_M - Med. Density Res.
R_H - High Density Res.
OS - Open Space
FU - Future Urban
C - Commercial
I - Industrial
PF - Public Facility
FP - Flood Plain

continuous four-lane arterial facility between Hillsboro and US 26. It can be expected that the improved access provided by such a facility would be a further incentive for urban development along the route.

Conformance with Statewide Planning Goals

Since the City's comprehensive plan has not yet achieved acknowledgement from the Oregon Land Conservation and Development Commission (LCDC), it is necessary that this project be reviewed for its consistency with the statewide planning goals. The following is a goal-by-goal synopsis of that review:

Goal 1 - Citizen Involvement

A public informational meeting on the project was held on 21 April 82 and a public hearing was held on 15 June 82. Comments received at these meetings have been considered, and minor modifications of the proposed action have resulted from this input.

Goal 2 - Land Use Planning

The project responds to apparent trends and projected needs for increased traffic capacity in the Cornell Road Corridor. This is consistent with the City's draft land use plan which will, in some form, be acknowledged by the LCDC in the future. The projected traffic capacity needs are based on regional allocations of population growth and traffic generation, and it appears that they are not likely to be modified significantly in the process of plan acknowledgement. Therefore, the project is likely to be consistent with the eventually adopted plan.

Goal 3 - Agricultural Lands; Goal 4 - Forest Lands

LCDC rules do not require consideration of these goals within the approved regional urban growth boundary.

Goal 5 - Open Spaces, Scenic, and Historic Areas, and Natural Resources

Open spaces in the affected project area consist of a school athletic field and the southerly clear zones of the Portland-Hillsboro Airport. Neither of these will sustain significant impacts on their existing uses as a result of the project. Specific treatment of the relationship between the athletic field and the project is evaluated in the Final Section 4(f) Evaluation at the end of this document. Significant scenic areas do not exist in the project section. Historic areas have been inventoried by the City and will not be affected by the project. Consideration of the areas has been coordinated with the State Historic Preservation office (see Cultural Resources section). No significant natural resources are known to be in the area affected by the project.

Goal 6 - Air, Water, and Land Resources Quality

Air pollutants and noise emissions associated with the project are being treated in accordance with DEQ and FHWA regulations, as required by Goal 6. See the Air Quality, Hydrology and Noise sections for further details.

Goal 7 - Natural Hazard Areas

The project crosses the floodplain of Dawson Creek. Adequate culvert capacity will be provided to accommodate a 100-year flood.

Goal 8 - Recreational Needs

Although the proposed project will require some right-of-way from Poynter Junior High School across from Arrington Street, it will not significantly affect existing or planned uses of an affected ball field.

Development in the area served by the project is likely to increase the need for additional recreational facilities in the area -- a matter which will need to be considered by the City and County in their planning.

Goal 9 - Economy of the State

The project is intended to serve the development of local centers of employment and residency. This will help maintain levels of employment as population increases in the area.

Goal 10 - Housing

The project will not displace any existing residences and will provide greater capacity for highway access to buildable urban land in the Cornell Road service area.

Goal 11 - Public Facilities and Services

The relocation and upgrading of utilities in the project section will be coordinated with the project in anticipation of future needs. The project has also been extensively coordinated with Poynter Junior High School officials, including the proposal to relocate the ball field.

Goal 12 - Transportation

The project is designed to accommodate traffic volumes projected to result from planned development of the area served by this section of Cornell Road.

Goal 13 - Energy Conservation

The project will reduce congestion, thereby reducing the amount of fuel needed to travel Cornell Road.

The bicycle lanes will also have an energy conservation function by promoting a greater use of bicycles.

Goal 14 - Urbanization

The project is within the regional urban growth boundary and is presently designated as urban and future urban by the City and County. The project will facilitate and support the urban transition now taking place in the area.

A summary of LCDC Goal Conformance is found in Table 1.

TRANSPORTATION

Traffic Patterns and Volumes

Three major east-west arterials serve Hillsboro from the east: the Tualatin Valley Highway, which had average daily traffic (ADT) in 1978 of over 25,000 vehicles, Baseline Road (ADT = 8,500), and Cornell Road (ADT = 13,000). Large increases in traffic are expected to occur in the future. Year 2000 average daily traffic is predicted to be approximately 35,000 for Tualatin Valley Highway, 25,000 for Baseline Road and 30,000 for Cornell

TABLE 1

LCDC GOAL CONFORMANCE SUMMARY

		Applicable, Compatible		Applicable, Potential Conflict		See Discussion,
	Goals	NB	BUILD*	NB	BUILD*	Pages ...
1.	Citizen Involvement	X	X			13,44
2.	Land Use Planning		X	X		11-13
3.	Agricultural Land	N/A				14
4.	Forest Lands	N/A				14
5.	Open Space, Scenic and Historic	X	X			14,39,41-42
6.	Air, Water, Land	X	X			15,29-38
7.	Natural Hazards	X	X			14
8.	Recreational Needs	X	X			15
9.	Economy		X	X		15
10.	Housing		X	X		15
11.	Public Facilities	X	X			15
12.	Transportation		X	X		16-21
13.	Energy Conservation		X	X		16,38-39
14.	Urbanization		X	X		16,11-13
15.	Greenway	N/A				
16.-19.	Coastal Goals	N/A				

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*NB = No-Build Alternative, BUILD = Build Alternative.
N/A = Not Applicable.

Road, as urban development continues in the Hillsboro area. The greatest percentage increases are expected to occur on Cornell Road and Baseline Road.

Much of the expected traffic increase on Cornell Road is attributable to the highway's increasing significance as an arterial connection to US 26 via Cornelius Pass Road, and to urban development planned for the area. Average daily traffic on the Cornell Road - US 26 section of Cornelius Pass Road is approximately 10,000 today and is predicted to reach 28,000 by the year 2000. Land development and highway improvements are likely to reinforce one another and generate rapid growth in this corridor for the next several years.

The widening project will provide additional capacity, and signals to control movements at intersections. This will accommodate the traffic growth planned for this section of Cornell Road. The proposed left-turn lanes will reduce congestion and accident rates by allowing through traffic to pass on without waiting for turning traffic.

The project will maintain acceptable levels of service and allow present day speeds to continue to the year 2000, despite the significant increases in traffic expected (Table 2).

Safety

The existing two-lane highway is becoming increasingly congested as traffic increases, increasing the risks of rear-end and turning collisions. The project will reduce the congestion, signalize major intersections, and provide left-turn lanes, reducing risks of collision. Pedestrian and bicycle safety impacts are discussed below.

TABLE 2

EXISTING AND PROJECTED TRAFFIC

Section of Cornell Road	Year	Avg. Daily Traffic			Peak Hour Traffic		
		*Volume	Speed		*Volume	Speed	
			Build	No-Build		Build	No-Build
E. Main - Arrington Rd.	1981 (Existing)	14,180	--	31	1381	--	29
	1990	21,800	30	23	2125	28	14
	2000	26,000	28	20	2550	26	6
Arrington Rd. - East City Limits	1981	14,564	--	46	1342	--	44
	1990	28,250	43	24	2600	42	9
	2000	35,000	41	17	3160	40	6

*NOTE: For the purposes of this study it has been assumed that only traffic speeds would differ, while volumes would be the same for each of the alternatives. Actually, it would be likely that volumes would differ as well, because of the inhibitary effects of congestion in the No-Build.

Pedestrian Facilities

Existing sidewalks are 5 feet wide, and serve only from E. Main Street to Oleander Street on the east side and Arrington Road on the west side. The project will provide sidewalks on both sides for the full length of the project, giving new pedestrian access where none presently exists east of Arrington Road.

Bicycle Facilities

Bicycle facilities do not exist on, or parallel to, Cornell Road today, though the road is a designated bicycle route in the City and County plans from Arrington Road eastward. Because of existing adverse lane widths, heavy traffic volumes, lack of shoulders and the presence of large drainage ditches, bicycle travel from Arrington Road eastward is difficult and hazardous. To address this problem, on-street bicycle lanes are included in the project from 25th Avenue eastward. Between 25th and Arrington, the Bicycle Route leaves Cornell Road and follows other routes. West of Arrington Street, existing sidewalks will be retained and the roadway will be widened out to those sidewalks.

Portland-Hillsboro Airport

The project passes beneath the 34:1 approach surface clear zones of the southeast and southwest runways of the Portland-Hillsboro Airport. Correspondence with the Port of Portland indicates that continued use of Cornell Road in its present alignment will not penetrate the 34:1 approach surfaces and the project is compatible with the airport plans.

Public Transportation

Though this portion of Cornell Road is not used as a public transit route today (by Tri-Met buses), improvement of the highway and the associated land developments contribute to the feasibility of a route in the future.

Emergency Services

The project will improve the speeds with which emergency vehicles (fire, police, ambulance) can reach destinations along Cornell Road.

NOISE

Terminology

The Federal design noise levels for the type of community affected by this project are Leq 67 dBA for residential and school property, Leq 72 dBA for commercial property, and Leq 52 dBA for the interiors of residences and schools.

Federal design noise levels refer to the upper limit of acceptable traffic noise levels for various activities and land uses. These levels are used to determine the degree of impact of traffic noise on human activities.

Impact and Mitigation Analysis

In general, with construction of the project, traffic noise in the project vicinity is predicted to increase 2-4 dBA above existing levels by the year 2000. With the No-Build Alternative, traffic noise is predicted to increase 2-3 dBA above existing levels by the year 2000. Individual noise impacts and noise mitigation are discussed below for each type of land use along the project.

Single and Multiple Residences

Seventy-one single and multiple residences front on the project section of Cornell Road. Nineteen of these residences have exterior activity areas which include play areas, patios, and/or fenced yards. Traffic noise levels are expected to exceed the exterior design noise level (Leq 67 dBA) for all 19 of these residences by the year 2000 for both the Build and the No-Build alternatives.

Fifty-two single and multiple residences do not have exterior activity areas. The Leq 52 dBA interior design noise level is exceeded at forty-nine of these residences in the year 2000 for both the Build and the No-Build alternatives.

Table 3 summarizes the number of residences for which the design noise levels are exceeded for the two alternatives, and Figure 6 shows their distribution along the project.

Several types of noise mitigation were considered for the Build Alternative: prohibition or time restriction of heavy trucks, lowering speed limits, designation of exclusive lanes, changing roadway alignment and construction of noise barriers. All these methods were found to be infeasible and were, therefore, not recommended for inclusion in this project. These types of mitigation are discussed in detail in the Noise Study Report, available at the Hillsboro City Engineer's office. The reasons for rejecting each of seven noise walls considered is discussed in the following.

Mitigation of traffic noise at the 15 residences where direct access is not required was evaluated at five potential sound barrier locations: A, D, E, F, and G (Figure 6). The traffic noise at the nine residences on the east side of Cornell Road between 12th and Grant Streets

TABLE 3

SUMMARY OF NOISE IMPACTS

E. Main Street-Hillsboro E.C.L.
Cornell Road
City of Hillsboro
Washington County

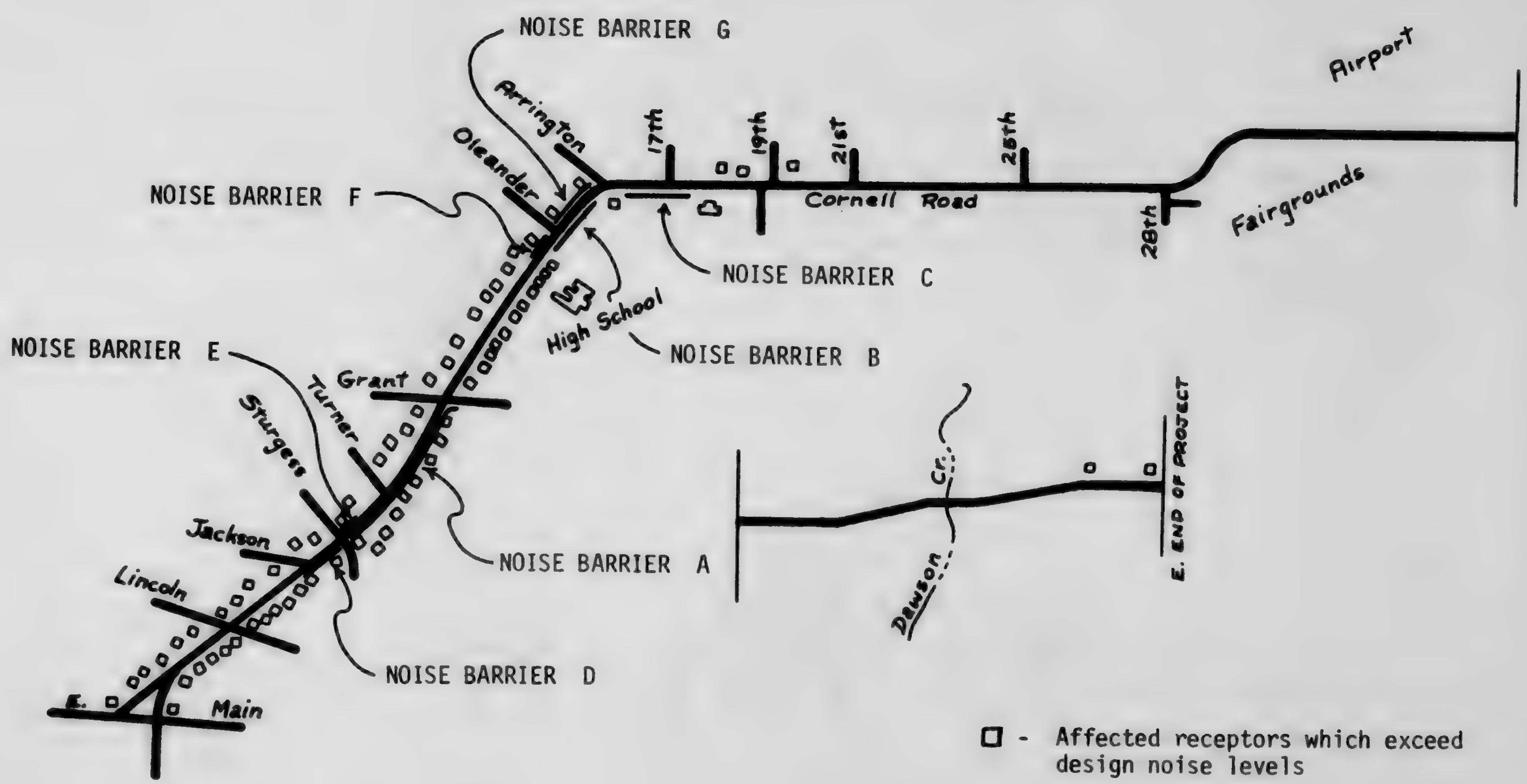
	Exterior* Leq 67 dBA		Interior** Leq 52 dBA	
Receptors	No-Build	Build	No-Build	Build
Residences	19	19	49	49
J. W. Poynter School	1	1	0	0
Hillaire Manor	0	0	1	1
Commercial***	0	0	-	-
Fairgrounds	1	1	0	0
Airport	0	0	0	0

* FHWA Exterior Design Noise Level.

** FHWA Interior Design Noise Level, assuming 10 dBA reduction to the interior with the windows open.

*** FHWA Exterior Design Noise Level for commerial property is Leq 72 dBA. There is no FHWA Interior Design Noise Level for developed property.

FIGURE 6 RECEPTORS EXCEEDING DESIGN NOISE LEVELS, AND LOCATIONS OF NOISE BARRIERS STUDIED


N
NOISE BARRIER G
NOISE BARRIER F
NOISE BARRIER E
NOISE BARRIER D
NOISE BARRIER A
NOISE BARRIER B
NOISE BARRIER C
Airport
Fairgrounds
Arrington
Oleander
17th
19th
21st
28th
28th
Cornell Road
High School
Grant
Turner
Sturgess
Jackson
Lincoln
E. Main
Dawson Cr.
E. END OF PROJECT
□ - Affected receptors which exceed design noise levels

could be reduced by constructing an 8-foot high wall 865 feet long. This wall (Barrier A) would reduce the noise level at the residences by 5 dBA. The lowest estimated cost of this wall is $37,000, or $820 per dBA reduction per residence. However, the construction of this wall is not recommended because: A) there is no right-of-way required from these residences, B) existing fences, which already provide some noise reduction, would have to be replaced, and C) the No-Build traffic noise level is the same as the traffic noise level for the Build Alternative.

The traffic noise at the two residences on the south corner of Cornell Road and 12th Street could be reduced by constructing an 8-foot high wall 210 feet long (Barrier D). The wall would reduce the noise level at the residence by 6 dBA. However, the barrier would be within 8 feet of the residence and would be visually dominant. Since the FHWA guidelines* do not recommend building barriers at a distance within two times the height of the barrier, this barrier is not recommended.

Traffic noise at the residence located on the north corner of Cornell Road and Sturgess Avenue could be reduced by constructing an 8-foot high wall 150 feet long (Barrier E). However, the construction of this wall would limit the sight distances for safe vehicle access to Cornell Road from Sturgess Avenue and Turner Drive. Therefore, the construction of this barrier is not recommended.

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*The FHWA "Noise Barrier Design Handbook," FHWA-RD-76-58.

Traffic noise for the residences on the west side of Cornell Road and the south side of Oleander Lane could be reduced by constructing an 8-foot high wall 80 feet long (Barrier F). However, the construction of this wall would require an additional 10 feet of right-of-way to provide adequate sight distance for safe access to Cornell Road from one driveway. This would place the wall within 5 feet of the residence, therefore, the wall is not recommended.

The traffic noise for the two residences on the west side of Cornell Road between Oleander Lane and Arrington Road could be reduced by constructing an 8-foot high wall 122 feet long (Barrier G). The construction of this wall is not recommended since the wall would be within 6 feet of the residences.

J. W. Poynter Junior High School

The J. W. Poynter Junior High School is located between Grant Street on the south, Cornell Road on the north, and east of the row of residences on the east side of Cornell Road between Grant Street and Arrington Road (Figure 6). The school buildings are located at some distance from Cornell Road and are not exposed to noise in excess of the FHWA design noise levels. The school athletic field, however, fronts the roadway in two locations. The Build Alternative, year 2000, Leq 67 dBA exterior design noise level contour,* is located 39 feet inside the edge of the athletic field on the east side of the Cornell Road section south of Arrington Road; and is located 88 feet inside the edge of the athletic field on the south side of Cornell Road across from 17th Avenue. The No-Build Alternative, year 2000, Leq 67 dBA exterior design noise level contour, is located 34 feet and 75 feet onto the field respectively.

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*The design noise level contour is the distance from the centerline of the roadway to a location where the noise level equals the design noise level. Any location between the contour and the roadway would have noise levels exceeding the design noise level and any location greater than the contour would have noise levels less than the design noise level.

The school uses the field for various athletic programs during the day such as physical education programs, after school soccer games, and football games. During the spring and summer, a baseball diamond located adjacent to Cornell Road is used for organized baseball games. Although these activities would receive increased traffic noise from Cornell Road for both the Build and the No-Build alternatives, it is unlikely that the effects would be significant.

Reduction of traffic noise at the athletic field was investigated and two noise barriers considered. Barrier B would be an 8-foot high wall 294 feet long on the east side of the Cornell Road Section south of Arrington Road. The wall would reduce the exterior traffic noise levels on the athletic field by 4 dBA and would cost approximately $21,000. This cost includes the cost of a safety barrier which is required because of the closeness of the wall to the travel lanes. Because noise generated by participants and spectators is an integral part of the school athletic activities which use the field, and because the traffic noise will not interfere significantly with these activities, the wall is not recommended for construction. This conclusion has been coordinated with and reviewed by the appropriate school officials.

Barrier C would be an 8-foot high wall 407 feet long on the south side of Cornell Road, across from 17th Avenue. The wall would require an additional 10 feet of right-of-way to provide adequate sight distance for access to Cornell Road from the Hillaire Manor. The wall would reduce exterior noise levels by 4 dBA and would cost approximately $25,000. This wall is not recommended for construction for the same reasons as described for Barrier B above.

Hillaire Manor

The Hillaire Manor Inc. is a nursing home located at 1778 N.E. Cornell Road (south side of the roadway). The building has no exterior activity areas at the front of the building facing Cornell Road. Therefore, the FHWA interior design noise level is applicable. The building is located within the Build and No-Build Alternative Leq 52 dBA FHWA interior design noise level contour.*

The Manor uses two driveways on Cornell Road for access to a parking lot in front of the building. Several types of mitigation were considered, but were found to be infeasible. Since access to the property is required, an effective noise barrier cannot be constructed to reduce the interior noise.

Commercial Properties

Numerous small businesses front on Cornell Road between Arrington Road and the Hillsboro City Limits. The businesses include gasoline service stations, a realty office, small convenience stores, restaurants, rental business, and several small service-related businesses. All of the businesses have access to Cornell Road. None of the businesses have exterior activity areas to which the FHPM design noise level applies. Therefore, no traffic noise mitigation was investigated.

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*This contour corresponds to an interior design noise level of Leq 52 dBA assuming open windows and a 10 dBA outside to inside noise reduction. This contour also assumes no acoustic shielding from topography, vegetation, or buildings.

The Washington County Fairgrounds

The Washington County Fairgrounds are located on the south side of Cornell Road, east of 28th Avenue. None of the Fairground activity areas (with the exception of the carnival area) are located within the Leq 67 dBA exterior design noise contour for both alternatives; therefore, no traffic noise mitigation is recommended.

The Portland-Hillsboro Airport

The airport is located on the north side of Cornell Road between 25th Avenue and the Hillsboro East City Limits. Several small aircraft hangers as well as a main airport administration building are located along Cornell Road. None of the buildings have exterior activity areas to which the FHWA design noise level standards apply. Therefore, no traffic noise mitigation was considered.

Mitigation of Construction Noise Impacts

Construction activity will be subject to the limitations contained in Appendix B. Traffic noise during construction of the roadway will be somewhat less than normal due to the slower speed of the traffic.

Local Coordination

A copy of the Noise Study Report, as well as a copy of the FHWA policy on noise is available for inspection at Washington County Public

Works and the City of Hillsboro Engineer's Office. This report will assist local jurisdictions in considering noise as a factor in land-use planning and development in the immediate vicinity of the project.

AIR QUALITY

Existing Air Quality

Hillsboro lies within the boundaries of the Portland-Vancouver Air Quality Maintenance Area (AQMA) which has been given a non-attainment designation for the pollutants: ozone, carbon monoxide, and particulates. The National Ambient Air Quality Standards (NAAQS) for these pollutants and others studied are shown in Table 4.

Table 5 lists recent data for total suspended particulates (TSP) and lead recorded at Hillsboro Airport. The ozone NAAQS is exceeded south-southwest of Portland, but no ozone ambient data are available for the immediate area.

Carbon monoxide was monitored in the Hillsboro area in 1977 for DEQ by Seton, Johnson and Odell, consultants. The study revealed consistently low concentrations of carbon monoxide, with a maximum 8-hour average concentration of less than 4.2 mg/m^3.

Air Quality Analysis

To predict the impact of the project on future air quality, motor vehicle emission factors were calculated, the critical years for the pollutants were determined, a total emissions analysis of the project area was undertaken, and an estimate of future CO levels was made.

Total Emissions

The total areawide vehicle pollutant emissions were calculated for the study years 1981, 1990, and 2000. Table 6 is a summary of the total emissions for the project area.

TABLE 4

National Ambient Air Quality Standards (NAAQS) and State of Oregon Air Quality Standards.*

		Federal Standards		
Pollutant	Averaging Time	Primary (Health)	Secondary (Welfare)	State Of Oregon Standards
Suspended Particulate Matter (TSP)	Annual Geometric Mean	75 ug/m^3	60 ug/m^3	60 ug/m^3
	24 Hours[a]	260 ug/m^3	150 ug/m^3	150 ug/m^3
	Monthly[b]	——	——	100 ug/m^3
Carbon Monoxide (CO)	8 Hour[a]	10 mg/m^3	10 mg/m^3	10 mg/m^3
	1 Hour[a]	40 mg/m^3	40 mg/m^3	40 mg/m^3
Sulfur Dioxide (SO_2)	Annual Arithmetic Average	80 ug/m^3	None	60 ug/m^3
	24 Hour[a]	365 ug/m^3	None	260 ug/m^3
	3 Hour[a]	None	1300 ug/m^3	1300 ug/m^3
Ozone (O_3)	1 Hour[c]	240 ug/m^3	240 ug/m^3	160 ug/m^3
Nitrogen Dioxide (NO_2)	Annual Arithmetic Average	100 ug/m^3	100 ug/m^3	100 ug/m^3
Lead (Pb)	Monthly	——	——	3 ug/m^3
	Quarterly	1.5 ug/m^3	——	1.5 ug/m^3

Notes: [a] Not to be exceeded more than once per year.
[b] 24 hour average not more than 15% of the time.
ug/m^3 = micrograms per cubic meter
mg/m^3 = milligrams per cubic meter
[c] Not to be exceeded on more than one day per year.

* A guideline standard exists for non-methane hydrocarbons; it is 160 ug/m^3 averaged over 3 hours for the 6 AM to 9 AM period. This standard was established because of the link to O_3. Considering the new techniques for determining O_3 levels it is probably obsolete.

TABLE 5

TOTAL SUSPENDED PARTICULATE SUMMARY (μg/m^3)*

STATION NUMBER AND LOCATION	YEAR	NO. OF SAMPLES	DAYS >		AMBIENT AIR QUALITY		
			150	260	ANNUAL GEOMETRIC MEAN	24 HOUR AVERAGES	
						MAXIMUM	2ND HIGHEST
Hillsboro (Airport) 3434002	1971	79	0	0	15.9	100	94
	1972	86	1	0	32.7	209	138
	1973	55	0	0	34.5	147	142
	1974	52	6	2	40.0	322	299
	1975	57	3	2	34.3	480	319
	1976	58	5	1	47.3	280	210
	1977	55	0	0	32.3	140	110
	1978	58	1	0	30.0	220	117
	1979	60	2	0	41.4	195	153
	1980	44	1	0	41.8	171	141

LEAD SUMMARY (ug/m^3)*

STATION AND NUMBER (Sites are the same as particulate sites)	YEAR	CALENDAR QUARTERS ≥ 1.5 (Number in parentheses is quarter in which violation occurred)	MAXIMUM CALENDAR QUARTER (ug/m^3)
Hillsboro 3434002 (Partial data in 1973)	1973	0	0.53
	1974	0	0.48
	1975	0	0.29
	1976	0	0.69
	1977	0	0.34
	1978	0	0.34
	1979	0	0.35
	1980	0	0.28

TABLE 6

TOTAL EMISSIONS SUMMARY
ALL FACILITIES

ALTERNATIVES	STUDY YEAR	CARBON MONOXIDE		HYDROCARBONS		NITROGEN OXIDES		LEAD	
		TONS/YR	PERCENT	TONS/YR	PERCENT	TONS/YR	PERCENT	TONS/YR	PERCENT
NO-BUILD	1981	34.23	100.0	3.51	100.0	5.06	100.0	0.009	100.0
	1990	62.47	182.5	4.12	117.5	4.26	84.2	0.007	76.8
	2000	80.24	234.4	4.70	134.0	3.86	76.3	0.005	53.8
BUILD	1981	34.23	100.0	3.51	100.0	5.06	100.0	0.009	100.0
	1990	32.51	95.0	2.21	63.1	5.27	104.2	0.013	148.9
	2000	29.19	85.3	1.69	48.3	5.06	100.0	0.014	158.2

PERCENT SHOWS EACH POLLUTANT RELATIVE TO THE FOLLOWING
ALTERNATIVE AND YEAR NO-BUILD 1981

Estimation of Future CO Levels

The CALINE3 Graphical Solution Method was used to estimate the CO level near the roadway under worst-case conditions. Table 7 lists the predicted CO concentrations as determined by this procedure. The values do not include a background concentration and are calculated for the edge of the roadway.

Air Quality Impacts

The critical year analysis indicates the years 1981, 1984, and 2003 are critical years for carbon monoxide. Therefore, the air quality analysis for CO was conducted for those years. For the other pollutants, CRITYEAR indicates that current conditions reflect the most critical period. The years 1981, 1990, and 2000 were selected as study years for pollutants other than CO.

Carbon Monoxide

All of the predicted maximum 8-hour average CO concentrations for the Build Alternative (Table 7) are low in relation to the NAAQS of 10 mg/m^3. Assuming a background concentration of 4 mg/m^3 (representing the maximum concentration measured in the Seton, Johnson, and Odell study of 1977), the predicted levels for the Build Alternative would still be less than the NAAQS. In comparison, the predicted concentration for the No-Build Alternative exceeds the violation level by the year 2003 on the section between Arrington Road and the east end of the project. The reason for the predicted violation for the No-Build Alternative is that traffic levels (ADT) rise from 14,500 vehicles in 1981 to 35,000 vehicles by the year 2003, while speeds decrease from 46 mph to 17 mph over the same period. The total emission summary, (Table 6), shows a 5% reduction in CO

TABLE 7

PREDICTED FUTURE CO CONCENTRATIONS (8 Hour)*, mg/m^3

Road Segment	Year	No-Build	Build
Link 1	1981	3.7	---
	1984	4.2	3.7
	2003	5.7	2.7
Link 2	1981	2.3	---
	1984	3.0	2.6
	2003	10.3	2.3

*No background CO has been added.

emissions for the project area from 1981 to 1990 for the Build Alternatives, and a 15% reduction by 2000. For the No-Build Alternative, an 82.5% increase in CO emissions is predicted by 1990, and a 134% increase is predicted by the year 2000. The large difference in predictions for the two project alternatives is mainly due to increases in vehicle speeds allowed by the widening of the roadway for the Build Alternative. As vehicle speeds increase, combustion efficiency increases and, consequently, CO emissions decrease.

Reactive Hydrocarbons

The total hydrocarbon emissions for the project area show 37% reductions for the Build Alternative from 1981 to 1990. By 2000, the Build Alternative results in a 52% reduction in emissions. In contrast, the No-Build Alternative shows a predicted increase in emissions of reactive hydrocarbons of 17.5% by 1990, and an increase of 34% by the year 2000.

As in the case of CO, the factor to which the emissions reductions are attributed is the increase in vehicle speeds allowed by the Build Alternative, when compared to the No-Build Alternative.

Nitrogen Oxides

The total nitrogen oxides emissions for the project area show a 16% reduction for the No-Build Alternative from 1981 to 1990 and a 4% increase for the Build Alternative over the same period. This increase is due to higher vehicle speeds on the widened roadway. However, the total amount of NO_x emissions is still considered a low figure when compared to the NAAQS. Emissions for both alternatives show reductions of 4-8% from 1990 to 2000. The reductions seen in future years are due to Federal

Vehicle Emissions Reduction Program. There are no NO_x impacts at present and, even considering the temporary increase shown on the Build Alternative, no impacts (violations of NAAQS) are predicted for the future.

Ozone

Although the City of Hillsboro lies within the Portland-Vancouver AQMA, considered a nonattainment area for ozone, the specific project area is outside the boundaries of actual concern for this pollutant. Because ozone concentrations result from the reaction of reactive hydrocarbons and nitrogen oxides and because the level of hydrocarbon emissions is predicted to decrease significantly in the future with no significant increase in nitrogen oxide, no ozone impacts (violations of NAAQS) are expected in the project area.

Total Suspended Particulates (TSP)

The 1980 Annual Geometric Mean for TSP concentration, as measured by the Department of Environmental Quality at the Hillsboro Airport, is 44.8 ug/m^3.

Using the estimated percentage of TSP attributable to motor vehicles (45%), and the predicted increases in traffic, an estimate of future TSP levels can be made. A value of 60.6 ug/m^3 is calculated for 1990 and a value of 68.1 ug/m^3 is calculated for 2000. These calculations are based on the increase in average daily traffic, which is the same for both the No-Build Alternative and the Build Alternative. This would indicate no violation of the Annual Geometric Mean through the year 2000. Based on the nonviolation levels of TSP measured at the Portland-Hillsboro Airport and the predicted future TSP concentrations, it is expected that the project will not cause significant TSP impacts in the area.

Lead

None of the lead standards have been violated in the project area and it is unlikely that they will be violated anytime during the study period. Table 5 includes a summary of the lead measurements made at the Portland-Hillsboro Airport. The 1980 measurement (maximum 3 month average) is 0.28 ug/m^3, well below the NAAQS of 1.5 ug/m^3. Though no lead impacts (NAAQS violations) are expected for the project area, the Build Alternative does result in greater total lead emissions for the project area than does the No-Build Alternative.

Construction Impacts and Mitigation

Carbon monoxide emissions and total suspended particulates will increase during construction. However, the low CO concentrations expected during construction will not require mitigation of carbon monoxide emissions. To mitigate the increased TSP, dust control measures such as watering, will be required.

Project Consistency

This project is in the air quality nonattainment area which has transportation control measures in the State Implementation Plan (SIP). The SIP was conditionally approved by the Environmental Protection Agency on June 24, 1980, and the Federal Highway Administration (FHWA) has determined that both the transportation plan and the transportation improvement program conform to the SIP. The FHWA has also determined that this project is included in the transportation improvement program for the Portland Urbanized Area. Therefore, pursuant to 23 CFR 770, this project conforms to the SIP.

ENERGY

Automobile fuel consumption in the project section was estimated for the Build and No-Build alternatives for the years 1981, 1990 and 2000, using conversion and adjustment values from the Caltrans report, Energy and Transportation Systems (1978). Adjustments were made for speeds, congestion, road conditions, and future improvements in fuel consumption rates. Adjustments were not made for curves, grades or percent trucks since they are not significant factors in fuel consumption in this section and are the same for both alternatives.

Table 8 compares the estimated annual vehicular fuel consumption for the Build and No-Build alternatives. The Build Alternative is predicted to require less fuel consumption because it reduces gas-wasting congestion and allows cars to travel at more fuel efficient speeds.

Major materials (asphalt, crushed rock, concrete, etc.) and construction procedures (excavation, paving, etc.) for the project would require approximately 148 billion BTU of energy (equivalent to 1,180,000 gallons of gasoline). The energy costs of hauling the materials would be added to this.

CULTURAL RESOURCES

Historic Resources

Neither the Build nor the No-Build Alternative would affect the historic properties listed in, nominated to, or eligible for the National Register of historic properties protected under Section 4(f) of the Transportation Act of 1966. The Imbrie Farm on Cornelius Pass Road, the Rice-Gates House at 308 S.E. Walnut Street and the proposed historic districts in Hillsboro are substantial distances from the project area and will not be affected by the project.

TABLE 8

ESTIMATED ANNUAL VEHICULAR FUEL CONSUMPTION

Alternative	Year	Energy Consumed (Billions BTU/yr)	Gasoline Equivalent (Gal/yr)
No-Build	1981	103	824,000
	1990	217	1,736,000
	2000	323	2,584,000
Build	1981	103	824,000
	1990	121	968,000
	2000	156	1,248,000

Reduced congestion and increased speeds are the major fuel-saving factors which give greater fuel economy for the Build Alternative.

The Twelve Oaks Farm site, circa 1841, is located approximately one-half block south of Cornell Road at Hilaire Drive. Ten of the 12 original oak trees remain today, though the original farm buildings are gone. The site is identified in the Hillsboro City Inventory and the Statewide Inventory of Historic Sites and Buildings. The area is currently developed for commercial uses, but the trees are being preserved as an historic resource. The proposed project will not affect this site, or the trees.

Archaeological Resources

If the Build Alternative is selected, an archaeological reconnaissance survey may be required to determine whether archaeological sites exist in the project affected area. In this event, the survey would be conducted by the Oregon State Museum of Anthropology at the University of Oregon.

If one or more sites are found, all recommended mitigation and/or salvage will be completed and the process approved by the State Historic Preservation Office (SHPO) prior to project construction. The site will be mapped and recorded, and any salvaged materials placed in the Museum, which is Oregon's official depository designated by the Smithsonian Institution.

Should the site or sites be of significant value, a request for a Determination of Eligibility will be prepared and submitted to the U.S. Department of the Interior for evaluation. Procedures required by Section 106 of the National Historic Preservation Act will be followed and all necessary documents prepared.

In the unlikely event that previously unidentified archaeological materials are discovered during construction, Museum authorities, Federal Highway Administration and SHPO will be notified. Construction will cease, and may resume only when all required procedures are completed and approved. These procedures are in compliance with Section 105.13 of the Standard Specifications for Highway Construction, (Oregon State Highway Division, 1974).

In areas of earlier Indian habitation, unmarked burial grounds can exist. If such remains are discovered during construction, work will cease and Museum and SHPO authorities will be notified. Arrangements will be made with the appropriate Native American organization for reinterment.

Coordination

The State Historic Preservation Office was consulted for information regarding significant historic properties in the project area. The Cultural Resources Report was submitted to the SHPO for approval and comment. (See Appendix D, letter from State Historic Preservation Office). If an archeological survey is required, the results will also be sent to the SHPO.

Contacts were made with personnel from the Washington County Museum and the City of Hillsboro Planning Department.

VEGETATION AND HABITAT

Little natural vegetation or habitat will be directly affected by the proposed project. Trees along the residential neighborhood between East Main Street and Arrington Road will not be disturbed.

At Dawson Creek, near the east end of the project, the proposed construction will remove more than 40 large Douglas Fir from the south side of the roadway.

Although Cornell Road passes across the narrow floodplain of Dawson Creek, no significant wetland habitats are located at the crossing. Vegetation in and around the streambed has already been uprooted by utility construction activities.

The U.S. Fish and Wildlife Service has been contacted and it has been determined that no Rare, Threatened or Endangered Species are known to exist in the project area.

UTILITIES

Several utilities are within the project right-of-way. These include General Telephone Company, Portland General Electric, Northwest Natural Gas, and City of Hillsboro domestic water, sanitary sewers and storm sewers. Some of these facilities will need to be modified or relocated to accommodate the project. The three-foot utility strips between the sidewalks and curbs from East Main Street to Arrington Road will be removed without replacement. The City plans to require all utilities to locate underground east of Arrington Road, rather than use overhead lines along the project.

All utilities within the city operate under a franchise and are required to relocate facilities at no cost to the city when street improvements occur.

COMMENTS AND COORDINATION

In the course of project development, written and/or telephone contacts were made with:

Port of Portland (Hillsboro Airport)
J. W. Poynter Junior High School
Hillsboro High School District
Washington County Public Works
County Fairgrounds
Affected Utilities

All the above are participants in a Technical Advisory Committee (TAC) on the project. TAC meetings have been held to discuss the project on 8 March 82 and 15 April 82.

A public information meeting was held on 21 April 1982, and a formal public hearing was held on 15 June 1982. Only two persons testified at the hearing. One was the principal of Poynter Junior High School who requested that a signal at Arrington Road be added to the project to provide for safer student crossings. The need for this signal was studied, and it has since been incorporated into the project. The other person who testified questioned whether there will be adequate capacity in the turning refuge at the fairgrounds entrance. The project design was modifed to provide a continuous turning median at the fair entrance, capable of storing 15 cars. The Fair Board has agreed that this will be sufficient.

The State Historic Preservation Office was consulted during the preparation of the Cultural Resource Report summarized in this document; the Oregon Department of Environmental Quality reviewed the Air Quality Analysis for this project; and, the Soil Conservation Service was contacted to assist in identifying prime or unique farmlands.

FINAL SECTION 4(f) EVALUATION
(INVOLVEMENT WITH PUBLIC RECREATION LAND)

DESCRIPTION OF AFFECTED PUBLIC LAND

The J.W. Poynter Junior High School and grounds occupy 19 acres of property on the southeast side of Cornell Road between Grant Street and 17th Avenue (Figure 7). The school's baseball diamond and soccer field are located along the south side of Cornell Road between Arrington Road and 17th Avenue.

In addition to normal school use, the athletic field also receives extensive use by the general public (Little League, City Recreation Department and others).

IMPACTS OF THE PROJECT

The edge of the existing roadway is 32 feet from the baseball backstop. The project will bring the nearest travel lane within 15 feet of the backstop, and the right-of-way line (back edge of the proposed sidewalk) will be 6 feet from the existing backstop (Figure 9).

The project will require a strip of the athletic field property 16 feet wide and 250 feet long. The resulting loss of clearance between the ball diamond and the highway will require that the diamond be relocated further south in the field for greater safety and to gain more room for players and spectators. The existing field contains ample space for the relocation.

The Hillsboro High School District 3 superintendent and the principal of the school have been consulted and feel that the proposed highway widening will pose no serious problem to the continued use of the athletic field and will not interfere with any existing plans for its future use.

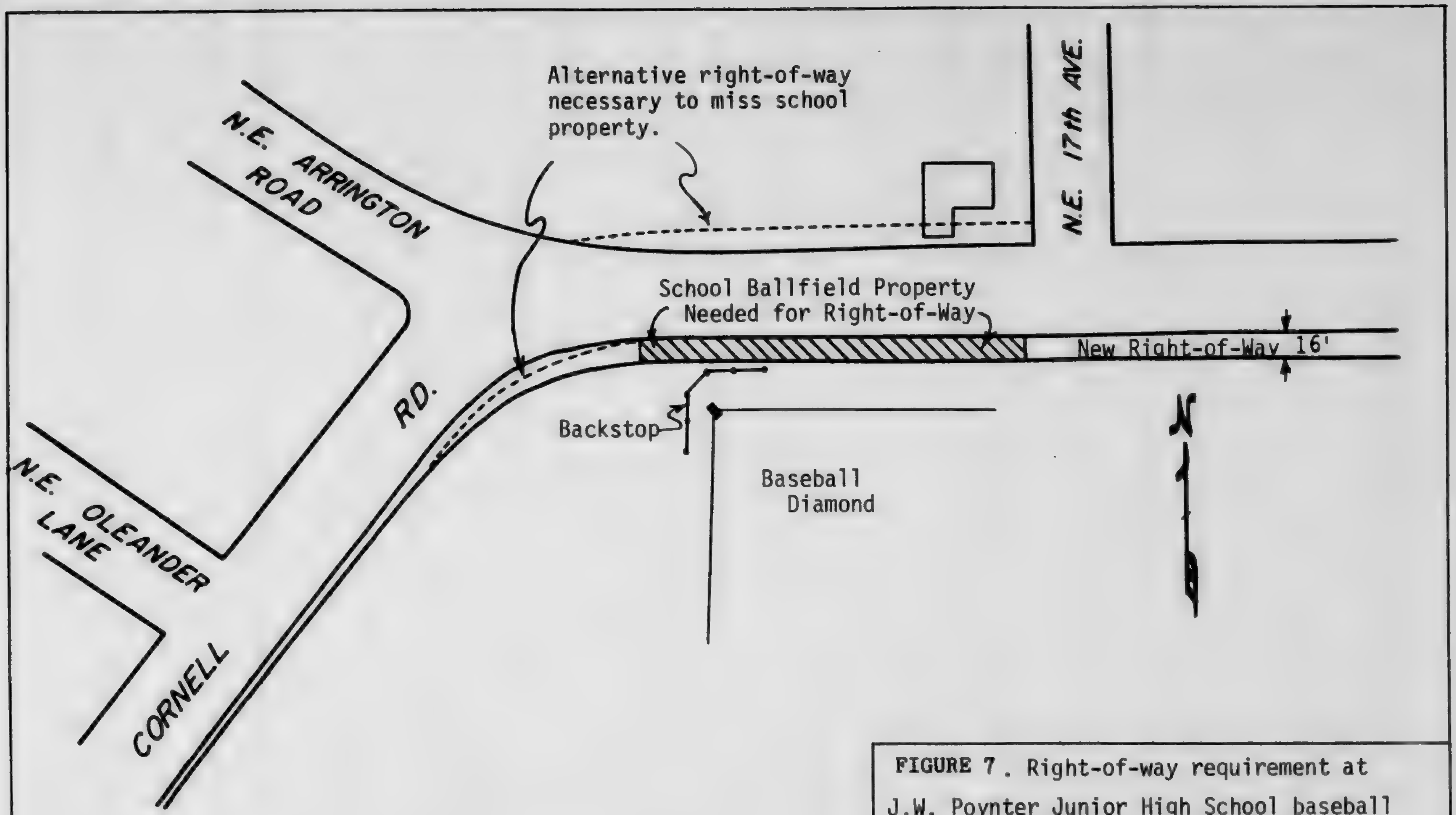
Alternative right-of-way necessary to miss school property.
N.E. ARRINGTON ROAD
N.E. 17th AVE.
School Ballfield Property Needed for Right-of-Way
New Right-of-Way 16'
RD.
Backstop
Baseball Diamond
N
N.E. OLEANDER LANE
CORNELL

FIGURE 7. Right-of-way requirement at J.W. Poynter Junior High School baseball field. The new right-of-way line comes within six feet of the backstop.

Scale: 1" = 100 ft

Traffic noise penetrating the athletic field from the project will be only slightly greater than for the No-Build Alternative. The Leq 67 dBA noise contour will penetrate 39 feet instead of 34 feet into the athletic field, from the west, and 88 feet instead of 75 feet, from the north, by the year 2000. The projected traffic noise levels will not have a significant adverse impact on typical athletic events at the field (see Noise section pages 21-29).

MEASURES TO MINIMIZE HARM

As mentioned above, the project will require that the baseball diamond be relocated further south on the athletic field for greater safety and to permit more room for players and spectators. The costs of this relocation will be included in the project.

Noise barriers were considered for the north and west sides of the athletic field. It was determined, however, that these barriers were not warranted, based on the negligible increase in noise levels and because the predicted noise levels will not interfere with recreational activities occurring on the field.

A safety fence will be erected along the school property to replace the existing one, and an access gate will be constructed, as appropriate, to facilitate access to the athletic field.

The addition of the sidewalk along the highway will improve pedestrian access and safety at the field and is consistent with the recreational use. With a new sidewalk, safety fence, and new ball diamond, the field will be restored to a like or better condition than now exists. All of these features have been coordinated with the school officials.

As mentioned in the Coordination Section, staff members of the Junior High School sat on the Technical Advisory Committee on the project, and had a voice in the design. During the final design phase, the school officials will be provided an opportunity to review the plans.

ALTERNATIVES WHICH WOULD AVOID ACQUISITION OF SCHOOL PROPERTY

1. No-Build Alternative - This would avoid the need for right-of-way by eliminating the project, but would result in unacceptable traffic congestion on Cornell Road. The accident rate would also increase as traffic, commercial development and left-turn movements increase.
2. Widening Cornell Road only on the North Side - This would avoid the need for right-of-way at the ball field by acquiring the right-of-way on the north side of Cornell Road instead (Figure 7). Existing and planned commercial setbacks and parking would be reduced, and one commercial business (a service station) would have to be displaced. In order to avoid further intrusion into the airport runway clear zones, it would also be necessary to return the alignment to the south, just east of the school property, adding a jog in an otherwise straight section of roadway.

CONCLUSION

Based on the above considerations, it is determined that there is no prudent and feasible alternative to the use of land from the athletic grounds of the J. W. Poynter Junior High School property, and that the proposed action includes all possible planning to minimize harm to the grounds resulting from such use.

LIST OF PREPARERS

ODOT Personnel:

CRAIG MARKHAM - Regional Environmentalist. Researched, wrote, illustrated and edited the document, except as noted below. B.S., Biological Sciences; M.S., Zoology (Ecology). Has prepared highway environmental impact studies since 1973.

ANTHONY J. GEORGE, JR. - P.E., Engineering Coordinator. Supervised preparation of Air Quality and Noise reports. B.S., Civil Engineering, experience in air quality and acoustics since 1972.

JAMES B. NORMAN - Air Quality Specialist. Prepared Air Quality Report. B.S., two years experience as Engineering and Scientific Instruments Technician, two years as Highway Engineering Aid, Air Quality Specialist since 1980.

MAXINE BANKS - Cultural Resources Specialist. 12 years general environmental and legislative work, Environmental Researcher since 1973.

RONALD NOBLE - Senior Air Quality Specialist. B.S., Chemistry. Work in transportation air quality since 1978. One year experience in EIS preparation. Prepared Noise Study Report.

ROBERT J. HEARD - ODOT Project Coordinator. Coordinated technical staff meetings; acted as a clearing house for communications concerning the project. Worked in highway construction, location and planning since 1960.

FHWA Personnel Responsible for Review of EIS:

RICHARD R. ARNOLD - P.E., Transportation Planner, B.S., Civil Engineering. FHWA since 1960 -- Project Engineer, Assistant Area Engineer, Regional Office Engineer, Planning Engineer.

C. T. CHRISTIANSON - P.E., P.L.S., Program Management, Project Development. B.S. Civil Engineering. Work with FHWA since 1956, Project Engineer, Area Engineer.

APPENDICES

APPENDIX A

ACQUIRING LAND FOR HIGHWAYS AND PUBLIC PROJECTS

A description of the
Department of Transportation
land acquisition program

**OREGON
DEPARTMENT
OF
TRANSPORTATION**

When expanding or improving highway facilities in Oregon, the Department of Transportation has the task of acquiring rights-of-way. It is the aim and desire of the Department to obtain these necessary rights-of-way with fairness and equity to all.

The State is empowered to acquire private property for public use in order to provide the greatest good for the greatest number. With this power goes the obligation to protect the rights of the individual property owner. The Department of Transportation thus has a dual responsibility – recognition and protection of the individuals who are affected by acquisition of land and competent and efficient service to the public.

PUBLIC HEARINGS

Public hearings, when requested, are held during the location and design stages of a project. Such hearings afford each person or agency full opportunity for effective public participation to ensure that highway locations and designs are consistent with Federal, State, and local goals and objectives.

The first hearing is held after preliminary studies have been made on several possible corridor routes. The data gathered in the studies is presented at a "Corridor Hearing". During the course of the hearing, testimony from interested persons is recorded for study by Department of Transportation personnel and the Oregon Transportation Commission.

Upon selection of a corridor location by the Transportation Commission, a detailed survey within that corridor is made and a preliminary design plan developed for later presentation at a "Design Hearing". During the course of the survey, a Liaison Agent attempts to interview all property owners affected concerning the effect the proposed highway has on their ownerships.

The holding of "Design Hearings" provides all interested persons and public agencies an opportunity to present testimony for consideration of final highway design.

In an instance where a choice of corridors is not involved, such as in the case of an improvement project on an existing highway, a single "Combination Corridor - Design Hearing" may be held.

After all data and testimony have been studied, a final design is adopted by the Transportation Commission and the acquisition of necessary rights-of-way is authorized. The parcels of property needed for the improvement will be described, and the right-of-way acquisition activities can commence.

APPRAISAL PROCEDURE

Department of Transportation appraisal procedures, which are designed to protect both the property owner and the taxpayer's dollar, call for an appraisal of every parcel of right-of-way. These appraisals are performed by a staff appraiser, a professional fee appraiser, or both. When business and commercial properties are involved, more appraisers may be assigned. The property owner or his designated representative will be given an opportunity to accompany the appraiser during his inspection of the property.

The appraisers consider every indicator of value. Their differences in findings, if any, are studied and reconciled. The results are checked by the Department of Transportation Right of Way officials and then approved for acquisition.

This thoroughness, plus the busy work schedules of the professional fee appraisers, explains the occasional delays between the time of the appraisal and the arrival of the Right of Way Agent.

THE RIGHT OF WAY AGENT

The Right of Way Agent who calls on the property owner has studied the appraisal and can illustrate with maps and other data how the right-of-way will affect the property. The Agent has been authorized to recommend a price and obtain an option to purchase the property, which option is subject to approval of his supervisors and the Oregon Transportation Commission. It should be noted that the Agent is unable, under the procedures governing him, to engage in "horse trading"; he is confined to those monetary values indicated by appraisal.

It is desirable to complete acquisition and transfer as soon as possible, but not at the expense of the owner's thoughtful consideration of the State's proposal.

MARKET VALUE

Before the initiation of negotiations for real property, the Department of Transportation will establish an amount which is believed to be just compensation and will make a prompt offer to acquire the property for the full amount so established. In no event will the amount be less than the approved appraisal of the fair cash market value of the property. Fair cash market value may be defined as the price a willing buyer would pay for a property offered by a willing seller with neither party having any obligation to either buy or sell. This is known as the "willing buyer - willing seller" concept and is the basis for "market value".

In instances in which only a portion of a property is to be acquired, the compensation is based on either the value of the land taken and damages to the remainder, if any, or the "before-and-afte method. This means that the owner's loss is equal the difference in the market value of his property before the State's acquisition and its market value immediately thereafter.

Any decrease or increase in the fair cash market value of the real property prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for such improvement other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property.

Property damage payments, under Oregon law, can be made only to those persons whose property is actually purchased or used by the Department of Transportation.

MOVING IMPROVEMENTS

The law states that the property owner is entitled to money for his property; however, if he wishes to have his house or buildings moved, this may be done provided certain conditions are met.

The property owner must agree to such a mc and the total cost to the State must be less than a cash purchase.

The property owner must make his own arrangements for moving the building. The State is not able to undertake the work nor to contract the work for the owner

PAYMENT

An understanding of the processing of a signed agreement and the payment by check will alleviate some of the concern about a seemingly delayed payment.

The option agreement must be approved by the Oregon Transportation Commission. After approval has been received, the property owner is notified of acceptance and conveyance of the title and payment may proceed. No payment of State funds can be made until a warranty deed conveying clear title has been recorded in the appropriate County records.

Any encumbrances to the title, such as unpaid taxes, assessments, mortgages, outstanding leases or the like, must be cleared by releases prior to preparation of a voucher. At the time the deed is available for recording, a voucher is prepared and forwarded to the Highway Division Controller for preparation of a check in payment for the property. Under normal circumstances, in which no cloud obscures the title, about [illegible] weeks elapse between the time a deed is received from the property owner and the time a check is mailed to him.

In the event the property owner is unable to convey and clear title satisfactorily to the State or in the event the State and the property owner cannot reach a mutually satisfactory agreement, a condemnation action will be filed and the amount established by the State as just compensation will be deposited with the court for distribution in accordance with the order of the court.

POSSESSION

At the time negotiations begin with a property owner, all tenants on the property as well as the owner will be notified in writing that it is the intent of the Department of Transportation to acquire the property and give the requirements for relocation benefits.

No person lawfully occupying real property shall be required to move from his home, farm or business without at least 90 days' written notice. The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30 day notice will not be given until the property owner has been paid for his property.

The Department is aware of the need of a reasonable time for relocation. If a property is not needed for several months, continued occupancy may be permitted at a reasonable rental through the Regional Property Agent.

EMINENT DOMAIN

The property owner need not accept the State's offer or enter into an agreement he feels to be unfair. A refusal is simply a case of disagreement between the two parties on the value of the property. The Department of Transportation, in the expenditure of public funds, is restricted to competent appraisals in ascertaining fair cash market value.

The Department is ready and willing to reconsider its position in light of any new evidence of value presented by the owner, including a documented professional appraisal procured by the owner.

Only in the event the parties are unable to agree as to the compensation to be paid, or the owner cannot clear title, will a condemnation suit be filed. Time for an extended discussion on some projects may not be available if the State and the highway users are to avoid the loss of considerable money due to any delay in a project. Discussions can, of course, continue even after a suit is filed. The filing of the suit permits the State, under Oregon law, to authorize the contractor to enter on the property.

RIGHT OF WAY OFFICES

For the service and convenience of those affected by highway activities, the Oregon Department of Transportation maintains fully staffed Regional Right of Way Offices at the following locations:

5821 NE Glisan Street
Portland 97213
Telephone No.
238-8215

9200 McLoughlin Blvd
Milwaukie 97202
Telephone No.
653-3113

2960 State Street
Salem 97310
Telephone No.
378-2641

1058 W. Harvard
Roseburg 97470
Telephone No.
672-6755

North The Dalles-California Highway
Bend 97701
Telephone No.
382-1911

2111 Adams Street
La Grande 97850
Telephone No.
963-8446

Persons having questions concerning right-of-way matters are encouraged to contact the nearest Regional Office.

QUESTIONS AND ANSWERS

ACQUISITION

1. What authority does the Right of Way Agent have in acquiring the property?

   The Agent has authority to attempt to agree as to price and to submit his recommendation for presentation to the Oregon Transportation Commission.

2. Can the Right of Way Agent make a formal offer for the property?

   No, he cannot. Only the Transportation Commission or its designated representative has authority to make an offer. The Agent may recommend a price for the necessary parcel.

3. Is earnest money received if an option is signed?

   No. If the option is accepted by the Commission, the amount involved is mailed after the processing of the option.

4. What courses does the property owner have if negotiations fail?

   He has the right to have a jury hear the case and make an award.

PAYMENT

1. Who prepares the deed and clears the title?

   The Salem Right of Way Office of the Department of Transportation prepares and records most of the documents necessary to convey clear title, however, it is the property owner's obligation to secure signatures on any documents which may be necessary to provide clear title.

   The State orders and pays for title insurance unless other arrangements are made.

2. How does the property owner know the State will fulfill its obligation?

   The option approved by the Transportation Commission remains a binding contract even after the deed is signed. The State is bound by this agreement as to its own obligations, and, by the same token, it cannot exceed the authority contained therein.

3. Can the property owner rent or buy buildings?

   Unless other specific arrangements are made, buildings will be sold at public auction after proper notification in the newspapers. All sales and rentals are handled by the Regional Property Agent.

CONSTRUCTION FEATURES

1. Why is new right-of-way necessary? Why can't the present highway be rebuilt?

   The standards of the new Federal-aid highways, as established by the State and the Federal Highway Administration, are such that rebuilding many of the present highways to meet these standards is not economically sound. In addition, most of these existing highways will be needed to assist the freeways in carry[illegible] heavy volume of traffic. In some case[illegible] present improved highway is to be used as two of the four lanes of the new freeway.

2. Who determines the necessity, location, width of right-of-way, access control, and schedule of construction for new State highways and public projects?

   The Oregon Transportation Commission, upon recommendation of the Administrator and State Highway Engineer, and the Federal Highway Administration when required.

VALUE

1. How does the State arrive at the value of the property?

   Real estate appraisals are prepared and submitted by staff or fee appraisers, or both.

   A staff appraisal is one which is prepared by an employee of the Department of Transportation who is qualified by education, training, and experience to make property appraisals.

   A fee appraisal is one prepared [illegible] a professional appraiser who is employed [illegible] particular job. He is not a State employee, but an independent appraiser whose services are generally available to anyone wishing to retain him.

2. How about the appraiser the property owner hires?

   The Department will gladly examine with open mind the appraisal prepared for the owner. If it is a fully-documented appraisal, the State review staff is authorized to give it the same consideration as those prepared for the State.

Rev 12-77

APPENDIX B

NOISE CONSTRUCTION MITIGATION

Receptors adjacent to the project will be exposed to equipment noise during construction. To minimize this impact, the following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Schedule noise construction operations near the middle of the day.
4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

APPENDIX C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

September 15, 1981

In Reply Refer to
File No.:

MR PIETER DYKMAN RESEARCH COORDINATOR
ENVIRONMENTAL RESEARCH UNIT
TECHNICAL SERVICES BRANCH
OREGON DEPARTMENT OF TRANSPORTATION
SALEM OR 97310

Dear Mr. Dykman:

RE: East Main Street -- E.C.L. Hillsboro N.E. Cornell Road
Washington County, Oregon

Thank you for the opportunity to review the Cultural Resource Survey Report for the above-named project. We note that an archeological reconnaissance is scheduled in the event that a build alternative is selected, even though the project area is believed to have little potential for the discovery of undisturbed archeological sites.

The State Historic Preservation Office concurs with the finding of "no effect" upon historic properties listed in or eligible for inclusion in the National Register of Historic Places.

We appreciate the opportunity to offer these comments.

Sincerely,

D. W. Powers III
Deputy SHPO

DWP:EWP:kc

Form 734-3122

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

June 25, 1982

PIETER DYKMAN
ENVIRONMENTAL SECTION
412 TRANSPORTATION BLDG
SALEM OR 97310

Attn: Maxine Banks

Dear Mr. Dykman:

RE: East Main Street--ECO Hillsboro
Washington County

This letter is in response to the archeological resource survey carried out to assess impact of the above-mentioned project on archeological sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no archeological resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern. If you have any questions, please call Leland Gilsen at 378-5023.

Sincerely,

D. W. Powers III
Deputy SHPO

DWP/LG:kc

N:tA-7

IX-9022

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER 82/1435

AUG 24 1982

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
530 Center Street, NE, Suite 100
Salem, Oregon 97301

Dear Mr. Wilken:

This responds to your request for the Department of the Interior's comments on the environmental assessment/Section 4(f) statement for **Cornell Road (East Main Street to East City Limits)**, Hillsboro, Washington County, Oregon.

SECTION 4(f) STATEMENT COMMENTS

We concur that there are no feasible and prudent alternatives to the proposed use of land from the J.W. Poynter Junior High School baseball diamond and soccer field.

We also concur with the proposed measures to minimize harm, namely 1) relocation of the baseball diamond further south away from the reconstructed roadway; 2) the provision of a new safety fence between the new roadway and the school property; 3) the provision of a sidewalk along the roadway to improve pedestrian access and safety at the ballfield; and 4) the provision of a traffic signal at Arrington Road to assure the safety of student and other users of the school recreational facilities.

1 We recommend, however, that the final statement expand its discussion of the plans and specifications for these mitigation measures, including estimated costs, and provide a detailed drawing showing the relationship of the proposed measures to the project right-of-way.

2 We note that page 10 of the draft statement indicates that, "Mitigation . . . will consist of monetary reimbursements to the affected landowners for the fair market value of property acquired, damages and improvements removed." We assume that this also applies to the school lands acquired, in addition to the above mitigation measures. If so, such reimbursement should be made part of your response to the second proviso of Section 4(f). If not, we strongly recommend that both reimbursement and the identified mitigation measures be provided for the proposed use of school recreation lands.

3 With regard to mitigation measure 2) above, we recommend that consideration be given to the provision of adequate access (gates) from the proposed sidewalk to the ball field, consistent with safety requirements.

RECEIVED

AUG 30 1982

4 Pages 26-27 in the draft statement indicate that the year 2000 Leq 67 dBA noise contour (the design standard for active recreation areas) extends 39 to 88 feet into the school ball field. The statement further indicates that because of noise generated by participants and spectators, this traffic generated noise will not interfere significantly with recreational activities, hence a noise barrier will not be constructed. The final statement should document the concurrence of school and recreation officials with this analysis. At a minimum, we recommend that the relocated baseball diamond and any associated facilities be located beyond the Leq 67 dBA noise contour, and that a landscaped buffer zone be established between the diamond and the roadway.

ENVIRONMENTAL ASSESSMENT COMMENTS

5 Page 9 states that thirty parcels of residential, commercial, industrial, and agricultural land will be acquired. The final assessment should also mention acquisition of school lands and land from the fairgrounds and other public facilities.

6 Page 10 states that more than 40 large Douglas Fir trees will be removed east of Dawson Creek. We recommend that adequate landscaping be provided to mitigate this loss.

7 Page 14 (Goal 5) and page 15 (Goal 8) indicate that project impacts on the school recreation lands are not significant. Although we concur with this assessment for the purpose of compliance with the National Environmental Policy Act, we recommend that this statement be revised to acknowledge use under Section 4(f) which requires all possible measures to minimize harm to the affected property.

8 In addition, pages 14 and 15 fail to mention use of land from the fairgrounds under either Goal 5 or Goal 8. This should be done in the final assessment. Clarification is also needed regarding the Section 4(f) status of the fairgrounds - - should the fairgrounds be publicly owned and open to unrestricted public recreational use, they would fall under the protection of Section 4(f). This should be addressed in the final statement.

9 Page 20 states that bicycle lanes will be included in the project from 25th Avenue eastward, but that their inclusion west of 25th Avenue is impractical. For both recreational purposes and energy conservation (acknowledged on page 16, Goal 13), we strongly recommend the provision of facility continuity on this City and County designated bicycle route. The final assessment should further explain why such provision is impractical.

SUMMARY COMMENTS

The Department of the Interior offers no objection to Section 4(f) approval of this project, providing the measures to minimize harm discussed above are addressed in the final statement.

Thank you for the opportunity to provide these comments.

Sincerely,

Bruce Blanchard

Bruce Blanchard, Director
Environmental Project Review

cc: OR-DOT, Salem

Response to U.S.D.O.I. Comments

Comment Number	Response
I	Since it is known the school's athletic field has enough room to shift the ball diamond away from the roadway, and school officials have been consulted and agree with this mitigation, further information has not been added to the document.
2	Yes, this form of reimbursement does pertain to the school and the proposed mitigation measures. Since the commitment to mitigation contained in the document is clear, further detailing has not been provided.
3	This will be done.
4	For the reasons stated in the noise impact section--that recreation activities are not noticeably interfered with by traffic noise--the new diamond may still be located within the 67 dBA contour. Moving the diamond much further into the athletic field could interfere with other recreational uses of the field.
5	This has been done.
6	Owners of this property will be paid for its fair market value. Whether the present landscaping is replaced will be the choice of these owners. Plans will not incorporate tree replacement within street right-of-way because of the traffic hazard trees would eventually present.
7	This statement is not applicable from the standpoint these goals have been addressed.
8	The fairgrounds property is not used for recreational purposes.
9	More explanation has been added to the document.

1

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER 82/1435

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STATE HWY ENGR
AUG 30 '82
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Info | Inves | R/D | D/R | Sign | Act | File

AUG 24 1982

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DOT DIRECTOR
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REFER TO
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Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
530 Center Street, NE, Suite 100
Salem, Oregon 97301

Dear Mr. Wilken:

This responds to your request for the Department of the Interior's comments on the environmental assessment/Section 4(f) statement for **Cornell Road (East Main Street to East City Limits)**, Hillsboro, Washington County, Oregon.

SECTION 4(f) STATEMENT COMMENTS

We concur that there are no feasible and prudent alternatives to the proposed use of land from the J.W. Poynter Junior High School baseball diamond and soccer field.

We also concur with the proposed measures to minimize harm, namely 1) relocation of the baseball diamond further south away from the reconstructed roadway; 2) the provision of a new safety fence between the new roadway and the school property; 3) the provision of a sidewalk along the roadway to improve pedestrian access and safety at the ballfield; and 4) the provision of a traffic signal at Arrington Road to assure the safety of student and other users of the school recreational facilities.

We recommend, however, that the final statement expand its discussion of the plans and specifications for these mitigation measures, including estimated costs, and provide a detailed drawing showing the relationship of the proposed measures to the project right-of-way.

We note that page 10 of the draft statement indicates that, "Mitigation . . . will consist of monetary reimbursements to the affected landowners for the fair market value of property acquired, damages and improvements removed." We assume that this also applies to the school lands acquired, in addition to the above mitigation measures. If so, such reimbursement should be made part of your response to the second proviso of Section 4(f). If not, we strongly recommend that both reimbursement and the identified mitigation measures be provided for the proposed use of school recreation lands.

With regard to mitigation measure 2) above, we recommend that consideration be given to the provision of adequate access (gates) from the proposed sidewalk to the ball field, consistent with safety requirements.

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SUMMARY COMMENTS

The Department of the Interior offers no objection to Section 4(f) approval of this project, providing the measures to minimize harm discussed above are addressed in the final statement.

Thank you for the opportunity to provide these comments.

Sincerely,

Bruce Blanchard

Bruce Blanchard, Director
Environmental Project Review

cc: ✓ OR-DOT, Salem

9846

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon IX-9022(6)
E. Main - Hillsboro ECL Section
Washington County

Date: August 20, 1982

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Based on the information supplied with Mr. Swan's August 10, 1982 memorandum, and because of the school crossing safety considerations, I concur in the installation of a signal at Cornell and Arrington. The signal is eligible for Federal funds.

G. K. Hossner
for Dale E. Wilken

RECEIVED
STATE HWY ENGR
AUG 23 '82
REFER TO
FOR
Info Inves R/D D.R Sign Act File

Orig

9846

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: August 3, 1982

FROM: Gary A. Potter, Manager Gary
Environmental Section

SUBJECT: Revised Environmental Assessment
East Main Street to Hillsboro ECL
Cornell Road
Washington County

The subject document in the form of a revised Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The document concludes that the project will not have a significant impact on the environment.

If you agree, please sign below and return same to this office. The Federal Highway Administration will then be asked to make the formal Finding of No Significant Impact (FONSI), as required by 23 CFR Part 771.121.

8-4-82
Date

ES Hunter Concur
E. S. Hunter
Assistant State Highway Engineer

GAP:lb

Attachment

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
Ed Hardt

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

City Hearing
6-15-82

In Reply Refer to
File No.:
PRO 6-2

Date: July 14, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Public Hearing Transcript
Project No. IX-9022(6)
E. Main St.-ECL (Hillsboro) Section
Washington County

In compliance with Federal statutes and regulations and the Oregon Action Plan, I am submitting a copy of a transcript of the Corridor/Design Public Hearing held in Hillsboro, Oregon on June 15, 1982 relative to the subject project.

JLG:bkc
Enc.

cc: R. Gormson
Gary Potter
Gary Zehner
General Files

Form 734-3122

AGENCY 734

PREFIX 334-1901-980

7-12-82

1) NAME OF HEARING Hillsboro

2) DATE HEARING HELD 6-15-82

3) RECEIVED TAPE FROM REGION OFFICE FOR TRANSCRIBING 6-16-82

4) DRAFT TO DON TROUT IN ROAD DESIGN 6-25-82

5) SENT ROUGH DRAFT OF HEARING TRANCRIPT FOR EDITING TO REGION OFFICE 6-25-82

6) RETURNED FROM REGION OFFICE FOR FINAL TYPING 7-2-82

7) TRANSCRIPT SENT TO MULTILITH ROOM FOR PRINTING 7-8-82

8) ORDERED NUMBER OF COPIES 75

Stickers (outside persons interested citizens)	6
State personnel	27
Metro bob Heard	30
Extras	12
TOTAL	75

RECEIVED FROM MULTILITH ROOM 7-12-82

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUL 1 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATIO

MA PDM PDE FFM SPC
ODOT - METRO
JUN 25 1982
BM PAR PPC FILE T/A

6-25-82

~~Bob Heard~~ - ROY GIBSON

We couldn't do a very good job as we didn't have anything to check on the names so check them carefully.

334-1901-980 We also need a prefix to charge our time to.

SENT Are there any maps - small hearing size?

ATTACHED May we have a copy of the R/W pamphlet that was discussed at hearing.

You had sent me a xerox listing of the documents available. One I can't make out - it says "25th to 18th Project". Looks like enlot.

YES Do you want us to send the transcripts to the persons who spoke? if so, need their addresses.

✓ In case you don't have another tape, am sending ours. Please return tape with transcript.

Need copies of letters to press advising of hearing and to County-City officials advising of hearing - or did the State do this. If City did, please provide information.

How many extra copies of transcripts will you need? ~~20? RR.~~ 30

Thanks for your help.

Fran Neavoll
86526

~~press adv as sent.~~
copy of agenda as avail. to the press ~~on~~ City officials
copy of letter to county officials as sent.

Poynter
Carolyn Thelin principle J.W. Poynter Jr. High school
1535 NE Grant. Hillsboro Or. 97123

Sharon Cornish H c/o W.N. Co. Fair office
872 NE. 28th, Hillsboro Or. 97123
648 1416

PROPOSED CORNELL ROAD PROJECT

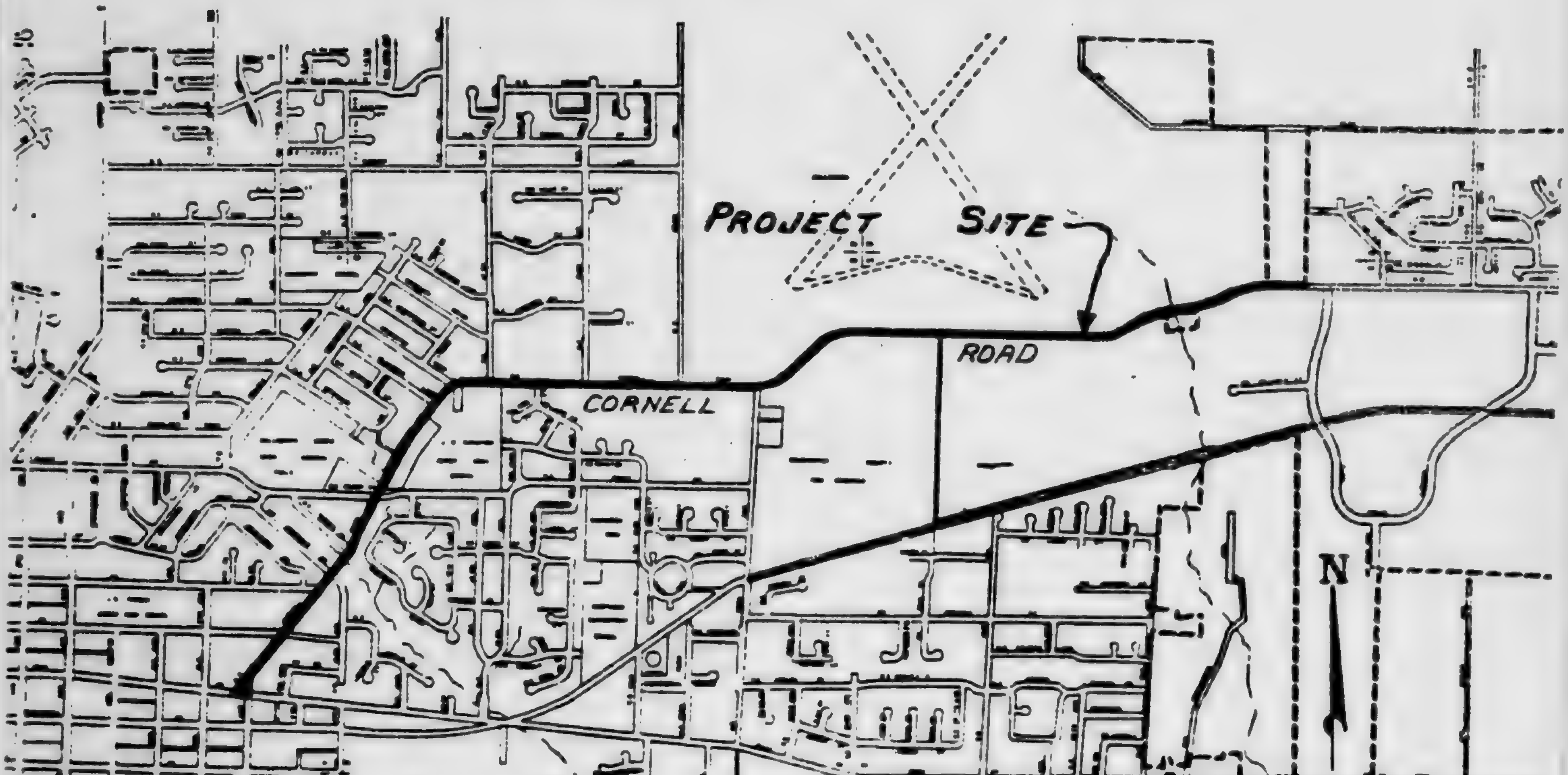
The project would begin at East Main with limited widening on Main and 10th to provide for left-turn lanes. The intersection would be fully signalized with left-turn lanes to Main, 10th and Cornell Road.

From Main Street to Oleander the road will be widened to four 11½ to 12 foot lanes with 5' sidewalks on each side of the road, the back of the sidewalk will be as now located. We'll be utilizing the existing planter strip for the widening. Cornell Road will be widened further to the east near Grant Street to provide for left-turn lanes north and southbound to Grant. This intersection will be fully signalized. The four lanes will continue to Oleander when the road will begin to widen to the east to provide for a left-turn lane at Arrington. The road width at this point is 60 feet (four 12 foot lanes and one 12 foot turn lane). This continuous left-turn lane would continue to N.E. 25th Avenue.

Sidewalks would continue in this area with one difference -- an 8 ft. sidewalk will be utilized along the south side from N.E. 17th to N.E. 25th. The five foot sidewalk will be used on the north side.

The road will narrow to four 12 foot lanes at N.E. 25th with widening again at the Port of Portland and Fairgrounds to provide for left-turn lanes. The Fairgrounds entrance will be realigned to intersect with the Port's main westerly access. The project will narrow again to four lanes and tie in with the existing four lane improvement near the Hawthorn Farm Development near Intel.

In addition to the sidewalks from N.E. 25th Avenue to the end of the project there would also be constructed two 4' on-street bike lanes.



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JUN 25 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

office

no map
avail.

CITY OF HILLSBORO
PUBLIC HEARING TRANSCRIPT

June 15, 1982
7:30 p.m.

City Hall
Hillsboro, Oregon

RE: East Main Street-East City Limits
Cornell Road
Washington County

MAYOR J. W. DARR: I would like to call the special meeting of the Hillsboro City Council to order and ask for the roll call please.

MS. BERNICE BARINAGA: Mayor Darr.

MAYOR DARR: Here.

MS. BARINAGA: Councilman Chambreau.

MR. LARRY CHAMBREAU: Here.

MS. BARINAGA: Councilwoman Graham.

COUNCILWOMAN GRAHAM: Here.

MS. BARINAGA: Councilman Faber.

COUNCILMAN FABER: Here.

MS. BARINAGA: Councilwoman Heinrich.

COUNCILWOMAN HEINRICH: Here.

MS. BARINAGA: Councilwoman Huffman.

COUNCILWOMAN HUFFMAN: Here.

MS. BARINAGA: Councilman Krausnick.

COUNCILMAN KRAUSNICK: Here.

MAYOR DARR: The purpose of this meeting is to hold a public hearing on the Cornell Road Project and I would like at this time to open the public hearing and I have a few remarks to make.

This is a formal hearing held in conformance with the Federal statutes and regulations and the Oregon Action Plan to consider design proposals and related economic, social and environmental impacts for an improvement to Cornell Road from East Main to near the edge of the City limits east of the airport. (There were approximately 11 other persons present.)

The purpose of this hearing tonight is to receive testimony on the project alternatives. If, during this hearing, you have questions or would like to discuss the project, please feel free to do so with the staff at the back of the room. The staff is there to discuss any questions or issues you may have. I will not do so other than to clarify some of the testimony here as it is received. Be sure to use the mike over at the podium so that all information given is recorded and will become part of the hearing testimony. We will briefly explain the alternatives, right-of-way acquisition program, then receive testimony on this project.

The Oregon Department of Transportation has produced and released an Environmental Assessment and these are available through the staff at the back of the room for public review and comment. Comments received relative to the distribution of the Environmental Assessment, as well as testimony from this hearing, will be responded to in a study committee. No commitment has been made by the City of Hillsboro, the State of Oregon, or the Federal Highway Administration on the alternatives being considered at this hearing.

The purpose of the proposed improvement is to relieve the traffic congestion especially during peak traffic periods and to substantially reduce frequent lane blockages caused by left-turn movements to new developments. The improvement would also eliminate the unpaved, narrow shoulders and large open ditches east of 17th. The proposed project incorporates the improvements to Cornell Road as recommended in a City-wide Transportation Study seen as being needed to provide acceptable levels of service and safety for traffic through the year 2000.

Also considered this evening will be the No-Build Option, or do nothing about the improvement. Do we have a staff report, Mr. Warner? Or, do you have comments?

MR. BRUCE WARNER: My assistant will give the staff report.

MR. ROY GIBSON: Good evening, my name is Roy Gibson, Assistant City Engineer for the City of Hillsboro. The No-Build Option is just that. It would be no construction - improvements except as commercial sites developed along Cornell Road.

The Cornell Road project would be financed by 85% Federal Funds which are set aside from the Interstate Transfer Program. That program eliminated the Mt. Hood Freeway and the I-505 Freeway. There would be a 15% local match of funds.

The present schedule for this project is to obtain a decision by way of City Ordinance and if the Build Alternative is selected to refer that decision to study committee and submit to the Federal Highway Administration for approval in August of this year. Subject then to availability of funding, right-of-way acquisition could start in September of 1982 and construction mid-1983 or early in 1984.

The project would begin at East Main with limited widening on Main and 10th to provide for left-turn lanes. The interesection would be fully signalized at 10th and Main with left-turn lanes to Main, 10th and Cornell Road.

From Main Street to Oleander the road would be widened to four 11½ foot to 12-foot lanes with 5 foot sidewalks on each side of the road, the back of the sidewalk will be as now located. We'll be utilizing the existing planter strip for that widening. Cornell Road will be widened further to the east near Grant Street to provide for left-turn lanes both north and southbound onto Grant. This intersection will be fully signalized. The four lanes will continue to Oleander when the road will begin to widen to the east to provide for a left-turn lane at Arrington. The road width at this point is 60 feet (four 12-foot lanes and one 12-foot turn lane). This continuous left-turn lane would continue to N.E. 25th Avenue.

Sidewalks would continue in this area with one difference-an 8-foot sidewalk will be utilized along the south side from N.E. 17th to N.E. 25th. The 5-foot sidewalk will be used on the north side.

The road will narrow again to four lanes at N.E. 25th with widening again at the Port of Portland and Fairgrounds to provide for left-turn lanes. The Fairgrounds entrance will be realigned to intersect with the Port's main westerly access. The project will narrow again to four lanes and tie in with the existing four lane improvement near the Hawthorn Farm Development near Intel.

In addition to sidewalks from N.E. 25th to the end of the project there would also be constructed two 4-foot on-street bike lanes.

The estimated construction cost is 2.3 million dollars.

I'd like to give you some information about the right-of-way acquisition and the impacts upon properties. The proposed Build Alternative impacts 5 residential, 15 commercial/industrial, 5 agricultural, 3 agricultural/residential, and 2 public facilities which include 1 school and the fairgrounds property. The total right of way needs are 4.23 acres. The width of the right of way varies - additional right of way required varies - from 5 feet to 20 feet from the existing right of way and averages 5 to 15 feet.

There is a pamphlet available at the back table entitled "Acquiring Land for Highways and Public Projects" (Form Rev. 12-77) put out by the Oregon Department of Transportation. This is available to all persons and if we run out of copies, I can get more from the Department of Transportation for you. (Pamphlet available at 5821 N.E. Glisan Street, Portland.)

The time required for the acquisition of this right of way for the Build Alternative is estimated at 6 months from the date of authorization. This should permit adequate time for appraisal and negotiation.

Tonight we will be taking statements regarding the proposed Cornell Road project. A written statement may also be submitted at any time at this hearing or between now and June 25, 1982, concerning this project.

These statements should be mailed to the City Engineer at City Hall, 205 S.E. Second, Hillsboro.

At any time after the hearing and before any final project approval, all information developed will be available for public review at City Hall.

A complete transcript of this hearing and statements submitted to the department will be available for public review and copying at the same address. The transcript of this hearing should be available early in July.

Assuming that we have a decision and proceed to a Final Environmental document, that document will be available at the Oregon Department of Transportation at 5821 N.E. Glisan Street, Portland, City Hall and City Library.

MAYOR DARR: Are there any questions? Thank you.

MR. GIBSON: Thank you.

MAYOR DARR: The purpose of this hearing is NOT to debate the project but to receive statements from those interested in the improvement proposal. In the case of those presentations which are in written form, it's perfectly proper to hand those in and then make a personal comment on the highlights of the written statement. The written presentation will become a part of the hearing transcript.

When you came in tonight you signed in on a roster sheet indicating if you wished to make a statement. I have two names on the sheet. If you didn't sign up and you wish to make a statement, hold your hand up and we'll get you marked down. If you wish to make a statement anytime during the hearing, just get our attention and we'll get you on the list. We will call forward those persons interested in speaking in order of appearance on the list.

I will now hear statements on the project. Please come forward when called, use the podium, speaking into the mikes so that we can get the statement recorded. The first name I have is Carolyn Thelin.

MS. CAROLYN THELIN: Good evening, my name is Carolyn Thelin, I'm the Principal at Poynter Junior High School. The proposed widening of Cornell Road, of course, goes right by our school property and with much interest we have watched the proceedings leading up to the possible approval of this proposal.

We have one area that we would like to speak to at this time and that involves the concern with the widening of Cornell Road and the increased traffic and the safety of students attempting to cross that road where Arrington intersects with Cornell.

At this point in time, I think all of us who go by there at the heavy traffic times are aware of the difficulty that students face in crossing that street and we're concerned in the manner in which they do it. At some time, we would all hope that they would walk up Cornell Road to Grant and go across with the traffic light there, that is a much further distance for many of them who cross the street and enter the school by the back way.

We would certainly look with interest on the possibility of a traffic light being placed where Arrington and Cornell meet as this would seem a most appropriate thing for the safety of our students and much other pedestrian traffic as well.

By the way, we do anticipate 679 students at Poynter in the fall, not all of them cross at that point every morning, but there certainly are a large number who do. Thank you.

MAYOR DARR: Thank you. Are there any questions for Ms. Thelin? Thank you. The next name I have on the list is Sharon L. Cornish.

MS. SHARON L. CORNISH: Sharon Cornish, 312 Hillsboro. First, I would like to ask - it was a surprise that this was on the agenda tonight. Many of the people that are concerned with this read it in tonight's paper, and in fact, people in the County won't know it until possibly tomorrow. Was the Fair Board and/or the Fair Administration notified of tonight's hearing?

MAYOR DARR: I would have to refer that to staff.

MR. GIBSON: It was advertised 30 days ago for the first time in the Sunday Oregonian, again I believe June 8th, I'll have to double check that was again Sunday, and also twice in the Hillsboro Argus, once 30 days ago.

MR. WARNER: In reference to the Fair Board, I'm Bruce Warner, City Engineer, for the record. The Fair Board is involved in our study committee and Addie Hesse, Charlie Colegrove, and some other folks have been highly involved with this project from the very start. We have indeed examined the needs of the fairground and attempted to coordinate all of the improvements and access with the Fair Board. The Fair Board was not contacted directly regarding this hearing since they were involved in the overall planning process.

MS. CORNISH: Second question, did the Fair get their extended length on the left-turn lane on the north entrance?

MAYOR DARR: I don't understand the question.

MR. WARNER: I don't understand the question either. What was it again?

MS. CORNISH: On the proposal on your maps, the question was asked whether or not there was enough allotted left-turn length for the Fair entrance, and in fact, the County Road Department suggested that we needed more than was given on your proposed maps. And therefore, I think you have met with Addie Hesse since. Now, did they get added length to that turnout slot?

MAYOR DARR: Could you respond to that Mr. Warner?

MR. WARNER: Again, my name is Bruce Warner, City Engineer. During the initial plan review, a plan was presented to the Fair Board which showed a turn lane, a continuous left-turn lane, which was striped to allow turns one way into the airport complex and one way the other way into the fairgrounds.

After examining this and based on comments from the County and from the Fair Board, we revised that there would be a continuous left-turn lane with no island arrows and striping to restrict the amount of vehicles which could be stacked in that turn lane. At present time, I think we have enough for 15 vehicles to stack in that area and it could be striped for more. I believe that my conversations with Ms. Hesse, and I wish she was here, beared that that was sufficient for their needs.

MAYOR DARR: Thank you.

MS. CORNISH: I only have one comment. I think it would run much smoother if in fact County people who are involved in City planning were personally contacted, rather than having to read it in the paper, particularly when it involves their property.

MAYOR DARR: Thank you. Is there anyone else that wishes to make comments or add anything to the public hearing? Does anyone on the Council have any questions or comments?

COUNCILWOMAN HUFFMAN: I guess I'd have one question. Did I understand in Roy's presentation that there is proposed a stop light at Arrington and Cornell? I think that's what I understood.

MR. WARNER: Bruce Warner, City Engineer. That is incorrect. The presentation to you provides for new signalization at East Main, upgraded signal at Grant, and a new signal - excuse me - and that's it. There is an existing signal now at 25th Street, which we have constructed with our own funds, and there is presently no signal planned at Arrington.

We have examined it in a cursory way. It appears the vehicular volumes coming off Arrington are close to meeting warrants - and since school is out, we have not been able to get the pedestrian counts to see if it meets the warrants from a pedestrian and a school crossing standpoint. I suspect it does, and I think based on the testimony we have tonight from the Principal of Poynter Junior High, we'll examine it more closely and possibly recommend to the Oregon Department of Transportation that a signal be included in the project at that location.

MAYOR DARR: Thank you.

COUNCILWOMAN GRAHAM: I think that if there was a signal there there would probably be more cars use that exit onto Cornell and I think that they will find that the traffic, foot traffic and auto traffic, would justify looking at the possibility of putting the signal in that corner since the children are vulnerable at the age they are. They're not always paying attention to whether the cars are coming or not. They're often fighting and jumping out in the streets and so on, and I think that it's imperative that we take a long look at that.

COUNCILMAN CHAMBREAU: I would also be concerned about not having some kind of signalization at Arrington. It's not a practical idea to believe that the children will go from Arrington to Grant on the opposite side of the street without going across that street. And, obviously, the solution to that is to have some means, safe means, for them to cross.

COUNCILWOMAN KRAUSNICK: Could this be a timed situation where it wouldn't be on all the time?

UNIDENTIFIED COUNCIL MEMBER: Oh, yes.

COUNCILWOMAN KRAUSNICK: Well, that - I'm not the expert on that type of a - seems to me more logical maybe than to stop traffic all the time.

UNIDENTIFIED COUNCIL MEMBER: Yeah.

MAYOR DARR: Are there any other comments from Council? Questions? If not, I'll declare the public hearing closed. (Hearing closed 7:50 p.m.)

MAYOR DARR: Are we expected to consider some action at this time?

MR. WARNER: Bruce Warner, City Engineer. No, probably at the subsequent Council meeting you will be considering a Resolution or Ordinance, I don't know exactly what the form is, in support of the Cornell Road Project, either the Build or the No-Build Alternative. So, we'll bring a Resolution or Ordinance to you at your next meeting for you to endorse so that we can send it to the Oregon Department of Transportation.

MAYOR DARR: Is that the 8:00 meeting?

MR. WARNER: It will be an 8:00 meeting, that's correct.

INFORMATION AVAILABLE TO THE PUBLIC BEFORE THE PUBLIC HEARING

(Attached for information of the Federal Highway Administration, Division Engineer)

Notice of hearing appeared in the Hillsboro Argus on May 18 and June 8, 1982, and in the Oregonian on May 16 and June 8, 1982, at the request of City of Hillsboro.

INFORMATION AVAILABLE TO THE PUBLIC AT INFORMAL AND FORMAL HEARINGS

Two sets of preliminary engineering drawings.

Approximately 10 copies of ODOT pamphlet "Acquiring Land for Highways and Public Projects".

Ten copies of the Environmental Assessment Document.

Twenty-five copies of 8½"x11" one-sided informational flyer showing vicinity map of the proposed project and project.

Visual aid showing proposed street cross sections at three locations in the project.

NOTE: This sheet was added in copies to Federal Highway Administration, D. Moehring, Hearing Officer and File Copy. (Per PPM 20-8, 8c-1a and 1b)

CORNELL ROAD

6-15-82

This is a formal hearing held in conformance with Federal statutes and regulations and the Oregon Action Plan to consider design proposals and related economic, social and environmental impacts for an improvement to Cornell Road from E. Main to near the edge of the City limits east of the airport.

The purpose of this hearing tonight is to receive testimony on the project alternatives. If, during this hearing, you have questions or would like to discuss the project, please feel free to do so with staff at back of room. The staff is there to discuss any questions or issues you may have. I will not do so ther than to clarify some of the testimony here as it is received. Be sure to use the mike at the podium so that all information given is recorded and will become part of the hearing testimony. We will briefly explain the alternatives, right-of-way acquisition program, then receive testimony on this project.

The Oregon Department of Transportation has produced and released an Environmental Assessment and these are available through staff at the back of the room for public review and comment. Comments received relative to the distribution of the Environmental Assessment, as well as testimony from this hearing, will be responded to in a study committee. No commitment has been made by the City of Hillsboro, State of Oregon, or the Federal Highway Administration on the alternatives being considered at this hearing.

The purpose of the proposed improvement is to relieve the traffic congestion especially during peak traffic periods and to substantially reduce frequent lane blockages caused by left-turn movements to new developments. The improvement would also eliminate the unpaved, narrow shoulders and large open ditches east of N.E. 17th. The proposed project incorporates the improvements to Cornell Road as recommended in a city-wide Transportation Study as being needed to provide acceptable levels of service and safety for traffic through the year 2000.

Also considered is a No-Build Option. which is just that no imp. except possibly as commercial sites develop.

This Cornell RD project would be financed by 85% Federal Funds which are set aside from the Interstate Transfer Program. That program eliminated the Mt. Hood Freeway and the I-505 Freeway. There would be a 15% local match of funds.

The present schedule for this project is to obtain a decision (by way of City Ordinance) and if the build alternative is selected to refer that decision to study committee and submit to the Federal Highway Administration for approval in August of this year. Subject then to availability of funding, right-of-way acquisition could start in September of 1982 and construction mid-1983 or early in 1984.

→ The project would begin at East Main with limited widening on Main and 10th to provide for left turn lanes. The intersection would be fully signalized with left turn lanes to Main, 10th and Cornell Road.

From Main Street to Oleander the road will be widened to four 11½ to 12 foot lanes with 5' sidewalks on each side of the road, the back of the sidewalk will be as now located. We'll be utilizing the existing planter strip for the widening. Cornell Road will be widened further to the east near Grant Street to provide for left-turn lanes north and southbound to Grant. This intersection will be fully signalized. The four lanes will continue to Oleander when the road will begin to widen to the east to provide for a left-turn lane at Arrington. The road width at this point is 60 feet (four 12 foot lanes and one 12 foot turn lane). This continuous left-turn lane would continue to N.E. 25th Avenue.

Sidewalks would continue in this area with one difference -- an 8 ft. sidewalk will be utilized along the south side from N.E. 17th to N.E. 25th. The five foot sidewalk will be used on the north side.

The road will narrow to four 12 foot lanes at N.E. 25th with widening again at the Port of Portland and Fairgrounds to provide for left-turn lanes. The Fairgrounds entrance will be realigned to intersect with the Port's main westerly access. The project will narrow again to four lanes and tie in with the existing four lane improvement near the Hawthorn Farm Development near Intel.

In addition to the sidewalks from N.E. 25th Avenue to the end of the project there would also be constructed two 4' on-street bike lanes.

The estimated construction cost is 2.3 million dollars.

The proposed build alternative impacts 5 residential, 15 commercial/industrial, 5 agricultural, 3 agri/resid. and 2 public facilities which include 1 school and the Fairgrounds property. The total right-fo-way needs are 4.23 acres. The width of the right-of-way varies from 5' to 20' from existing right-of-way and averages 5' to 15'.

There is a pamphlet available on the back table titled ACQUIRING LAND FOR HIGHWAYS AND PUBLIC PROJECTS put out by the Oregon Department of Transportation.

The time required for the acquisition of this right-of-way for the build alternative is estimated at 6 months from the date of authorization. This should permit adequate time for appraisal and negotiation.

Tonight we will be taking statements regarding the proposed Cornell Road project. A written statement also may be submitted at any time at this hearing or between now and June 25, 1982 concerning the project.

These statements should be mailed to the City Engineer at City Hall, 205 S.E. Second Avenue, Hillsboro, 97123.

At any time after the hearing and before any final project approval, all information developed will be available for public review at City Hall.

A complete transcript of this hearing and statements submitted to the department will be available for public review and copying at the same address. The transcript of this hearing should be available early in July.

Assuming that we have a decision and proceed to a Final Environmental document, that document will be available at the Oregon Department of Transportation at 5821 N.E. Glisan Street, Portland, 97213, City Hall and the City Library.

MAYOR

The purpose of this hearing is NOT to debate the project but to receive statements from those interested in the improvement proposal. In the case of those presentations which are in written form, it's perfectly proper to hand those in and then make a personal comment on the highlights. The written presentation will become a part of the hearing transcript.

When you came in tonight you signed in on a roster sheet indicating if you wished to make a statement. If you didn't and would like to make a statement, hold up your hand and we'll get you down. If you wish to make a statement anytime during the hearing, just get our attention and we'll get you on the list. We will call forward those persons interested in speaking in order of appearance on the list.

I will now hear statements on the project. Please come forward when called and use the podium, speaking into the mikes so that we can get the statement recorded.

documents available: 3 drawings
main to Oleander.
Oleander to 25th
25th to [illegible]
[illegible] Public Projects
Env Assess.
2 sets of plans.
[illegible]

6.79 students

June 6th

COMMISSIONERS WHO ASK QUESTIONS
1 Huffman
2 Graham
3 Chamberlain
4 Krousnick

9846

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H.S. COULTER

APPLICANT: Oregon DOT, Highway Division

PROJECT TITLE: E. Main St. to Hillsboro East City Limits, Cornell Rd. WASH.

DATE: June 15, 1982

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: Dale E. Wilken ✓
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg. (1) Engr.: E.L. Hardt
Dis. (2) Engr.: W.W. Geibel

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 820518-060-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

BEN GIFFORD

RECEIVED
STATE HWY ENGR
JUN 17 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

PNRS #3
Revised 5/82

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

INTERGOVERNMENTAL RELATIONS DIVISION
JUN 10 1982

RECEIVED
MAY 19 1982
DEPT. OF ENVIROMENTAL QUALITY

PNRS STATE REVIEW

Project #: OR 820518-060-2 Return Date: JUN 11 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Air quality impact analysis appears to be acceptable. Please coordinate with Air Quality Division for possible Indirect Source Construction Permit.

Agency DEQ

By Howard W. Harris

Phone Number 229-6086

9846

+

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-9022(6)
E. Main Street-Hillsboro ECL
Cornell Road, Washington County

Date: May 13, 1982

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

We have reviewed the Environmental Assessment and find that it adequately covers the environmental impacts of this project. We concur in your approval of the document.

for E J Valach
Dale E. Wilken

cc:
OSHD/Metro (G W Kaiser, Env)

ENVIRONMENTAL SECTION
May 21, 1982

cc: H. S. Coulter
E. S. Hunter
D. H. Moehring
E. L. Hardt

7846

+

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: May 7, 1982

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Environmental Assessment
East Main Street to Hillsboro ECL
Cornell Road
Washington County

The subject Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The assessment concludes that the proposed project will result in no significant environmental impacts.

If you agree, please sign below and return same to this office. The Assessment will then be submitted to the Federal Highway Administration for their concurrence.

5-10-82
Date

E S Hunter Concur
E. S. Hunter
Assistant State Highway Engineer

GAP:lb

Attachment

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
E. L. Hardt

1846.

AGR

STATE OF OREGON **INTEROFFICE MEMO**

TO: Ken Rolfe
Region 1 R/W Supervisor

DATE: April 1, 1982

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: AGR 201
East Main St.-E.C.L.
FAU Route 9022
Cornell Road
City of Hillsboro
Washington County

MISC. CONTRACTS and
AGREEMENTS No. 7416

Attached is a fully signed copy for the City of Hillsboro and a copy for your files of the subject agreement.

AE
mp

Attach.

cc: Ed Hardt, w/c
Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig.
Title, w/c

To agre. bk

4-9-81
noted in
agree book

9846

2-82

ENVIRONMENTAL ASSESSMENT
NOISE STUDY REPORT

E. Main Street-Hillsboro E.C.L.
Cornell Road
City of Hillsboro
Washington County

10335
Anthony J George Jr
July 13, 1979
ANTHONY J. GEORGE JR.

Prepared by:

Environmental Section
Technical Services Branch
Oregon State Highway Division
Oregon Department of Transportation

February 1982

1 Versteeg ✓
Anderson
Adams
Macnab
2 T.E. Stoeckmayer
Turpin
3 Trout
Weberlig

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FEB 16 1984
ROAD DESIGN SECTION

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APPENDIX B: Measures for the Mitigation of Traffic Noise

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E. Main Street-Hillsboro E.C.L.
Cornell Road
Washington County

SUMMARY

This noise report documents the noise study analysis of the E. Main Street to Hillsboro east city limits project on Cornell Road. The study analyzed two alternatives, a Build alternative and a No-Build alternative.

In the year 2000, both the Build and the No-Build alternatives are predicted to generate exterior noise levels in excess of the FHPM exterior design noise levels for 19 residences, the J. W. Poynter Junior High School athletic field, and the livestock exhibit area of the Washington County Fairgrounds. Forty-nine residences are predicted to have interior noise levels in excess of the FHWA interior design noise level. Table 1 summarizes the traffic noise impacts.

No noise mitigation methods are recommended.

PROJECT DESCRIPTION

The project would widen Cornell Road in Hillsboro to four lanes from E. Main Street to the Hillsboro east city limits (see Figure 1, Appendix D). Cornell Road connects the Hillsboro City Center with points east of Hillsboro in east Washington County and with the Sunset Highway (U.S. 26) via Cornelius Pass Road (see Figure 2, Appendix D).

In addition to the four-lane widening, a continuous left turn median lane is proposed to be constructed between Arrington Road and Twenty-eighth Avenue. The right-of-way width in this section of the project is proposed to be 90 feet while the right-of-way width throughout the remainder of the project is proposed to be a minimum of 60 feet.

Land-use along the project includes 71 single and multiple residences, a public school, a private nursing home, several businesses, the Washington County Fairgrounds, and the Hillsboro Municipal Airport. This is a Type 1-B project as classified per the Federal-Aid Highway Program Manual 7-7-3.

TRAFFIC NOISE IMPACTS AND MITIGATION

Traffic noise predictions as well as existing noise levels, traffic noise prediction methodology, and traffic data can be found in Appendix A. Measures which have been investigated for the mitigation of traffic noise can be found in Appendix B.

In general, with construction of the project, traffic noise in the project vicinity is predicted to increase 2-4 dBA above existing levels by the year 2000. With the No-Build alternative, traffic noise is predicted to increase 2-3 dBA above existing levels by the year 2000. Individual noise impacts and noise mitigation is discussed for each type of land use as follows:

Single and multiple residences
J. W. Poynter Junior High School
Hillaire Manor Nursing Home
Commercial property
The Washington County Fairgrounds
The Hillsboro Municipal Airport.

Single and Multiple Residences

Seventy-one single and multiple residences are located along Cornell Road fronting the roadway. Nineteen of these residences have exterior activity areas which include play areas, patios, and/or fenced yards. The Leq 67 dBA FHPM exterior design noise level is exceeded at all 19 of these residences in the year 2000 for both the Build and the No-Build alternatives (see Figure 3, Appendix D).

Fifty-two single and multiple residences do not have exterior activity areas. The Leq 52 dBA FHPM interior design noise level is exceeded at forty-nine of these residences in the year 2000 for both the Build and the No-Build alternatives (see Figure 4, Appendix D).

Table 1, Appendix E, totals the number of residences for which the design noise levels are exceeded for the two alternatives. Several types of noise mitigation were considered for the Build alternative but were found to be infeasible. These types of mitigation are discussed in detail in Appendix B. Of the 68 residences where traffic noise exceeds the design noise levels, 53 required direct access to the roadway and consequently, noise barriers are not feasible. Since no other form of noise mitigation is feasible, no further analysis was performed.

Mitigation of traffic noise at the 15 residences where direct access is not required was evaluated at five potential sound barrier locations; A, D, E, F, and G (see Figure 5, Appendix D). The traffic noise at the nine residences on the east side of Cornell Road between Twelfth and Grant Streets can be reduced by constructing an 8-foot high wall 865 feet long (see Figure 5, Appendix D). This wall (Barrier A) would reduce the noise level at the residences by 5 dBA. The lowest estimated cost of this wall is $37,000 with a cost-effectiveness of $820 per dBA reduction per residence. However, the construction of this wall is not recommended because: A) there is no right-of-way taking at the location of these residences, B) existing fences, which already provide some noise reduction, would have to be replaced, and C) the No-Build traffic noise level is the same as the traffic noise level for the Build alternative.

The traffic noise at the two residences on the south corner of Cornell Road and Twelfth Street can be reduced by constructing an 8 foot high wall 210 feet long (Barrier D). The wall would reduce the noise level at the residence by 6 dBA. However, it would be within 8 feet of the residence and would be visually dominant. Since the FHWA guidelines* do not recommend building barriers at a distance within two times the height of the barrier, this barrier is not recommended.

The traffic noise at the residence located on the north corner of Cornell Road and Sturgess Avenue can be reduced by constructing an 8-foot high wall 150 feet long (Barrier E). However, the construction of this wall would limit the sight distances for safe vehicle access to Cornell Road from Sturgess Avenue and Turner Drive. Therefore, the construction of this barrier is not recommended.

The traffic noise for the residences on the west side of Cornell Road and the south side of Oleander Lane can be reduced be constructing an 8-foot high wall 80 feet long (Barrier F). However, the construction of this wall would require an additional 10 feet of right-of-way to provide adequate sight distance for safe access to Cornell Road from the driveway at Station 33+20 Lt. This would place the wall within 5 feet of the residence. The wall would be visually dominant and would not be consistent with the FHWA "Noise Barrier Design Handbook" guidelines. Therefore, this wall is not recommended.

The traffic noise for the two residences on the west side of Cornell Road between Oleander Lane and Arrington Road can be reduced by constructing an 8-foot high wall 122 feet long (Barrier G). The construction of this wall is not recommended since the wall would be visually dominant and would be within 6 feet of the residences. The FHWA "Noise Barrier Design Handbook" does not recommend building barriers at a distance within two times the height of the barrier.

---

*The FHWA "Noise Barrier Design Handbook", FHWA-RD-76-58.

J. W. Poynter Junior High School

The J. W. Poynter Junior High School is located between Grant Street on the south, Cornell Road on the north, and east of the row of residences on the east side of Cornell Road between Grant Street and Arrington Road (see Figure 5, Appendix D). The school buildings are located at some distance from Cornell Road and are not exposed to noise in excess of the FHWA design noise levels. The school athletic field, however, fronts the roadway in two locations. The Build alternative, year 2000, Leq 67 dBA exterior design noise level contour*, is located ~~30~~ 39 feet from the edge of the athletic field on the east side of Cornell Road and south of Arrington Road; and is located 88 feet from the edge of the athletic field on the south side of Cornell Road across from Seventeenth Avenue. The No-Build alternative, year 2000, Leq 67 dBA exterior design noise level contour, is located 34 feet and 75 feet onto the field, respectively.

The school utilizes the field for various athletic programs during the day such as physical education programs, after school soccer games, and football games. During the spring and summer, a baseball diamond located adjacent to Cornell Road is used for organized baseball games. These activities ~~would~~ could be affected by traffic noise from Cornell Road for both the Build and the No-Build alternatives.

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*The design noise level contour is the distance from the centerline of the roadway to a location where the noise level equals the design noise level. Any location between the contour and the roadway would have noise levels exceeding the design noise level and any location greater than the contour would have noise levels less than the design noise level.

The traffic noise at the athletic field can be reduced by constructing two noise barriers. Barrier B would be an 8-foot high wall 294 feet long on the east side of Cornell Road, south of Arrington Road (see Figure 5, Appendix B). An alternate wall 384 feet in length was considered, but sight distance at the corner of Cornell Road and Arrington Road limited the length of the wall to 294 feet. Due to the configuration of the athletic field, the 294 foot wall will reduce the exterior traffic noise levels by 4 dBA. The estimated cost of the wall is $21,000. This cost includes the cost of a safety barrier which is required because the closeness of the wall to the travel lanes. Because noise generated by participants and spectators is an integral part of the school athletic activities which use the athletic field, and because it is felt that traffic noise will not interfere significantly with these activities due to the noise generated by the activities themselves, the wall is not recommended for construction.

Barrier C would be an 8-foot high wall 407 feet long on the south side of Cornell Road, across from Seventeenth Avenue (see Figure 5, Appendix B). The wall would require an additional 10 feet of right-of-way to provide adequate sight distance for access to Cornell Road from the Hillaire Manor. A wall, 327 feet in length which required no additional right-of-way was considered but was deemed infeasible since the traffic noise at the field cannot be adequately reduced. The 407 foot long wall would reduce exterior noise levels by 4 dBA. The estimated cost of the wall is $25,000. This wall is not recommended for construction for the same reasons as described for Barrier B above.

Hillaire Manor

The Hillaire Manor Inc. is a nursing home located at 1778 N.E. Cornell Road (south side of the roadway). The building has no exterior activity areas at the front of the building facing Cornell Road. Therefore, the

FHWA interior design noise level is applicable. The building is located within the Build and No-Build alternative Leq 52 dBA FHWA interior design noise level contour.*

The manor utilizes two driveways on Cornell Road for access to a parking lot in front of the building. Several types of mitigation were considered, but were found to be infeasible. Since access to the property is required, no noise barrier can be constructed to reduce the interior noise.

Commercial Properties

Numerous small businesses front on Cornell Road between Arrington Road and the Hillsboro City limits. The businesses include gasoline service stations, a realty office, small convenience stores, restaurants, rental business, and several small service related businesses. All of the businesses have access to Cornell Road. None of the businesses have exterior activity areas to which the FHPM design noise level applies. Therefore, no traffic noise mitigation was investigated.

The Washington County Fairgrounds

The Washington County Fairgrounds are located on the south side of Cornell Road, east of Twenty-eighth Avenue. All of the buildings, with the exception of a few small livestock buildings, are set back from Cornell Road. The facility (especially the area bordering Cornell Road) is used sporadically with the two main usage events occuring for approximately 1-2 weeks during the summer. The majority of the area bordering Cornell Road is used for parking. The area immediately east of Twenty-eighth is primarily used for livestock exhibits during the Washington County Fair. None of the Fairground activity areas (with the exception of the livestock exhibit area) are located within the Leq 67 dBA exterior design noise contour for both alternatives. Only the livestock exhibit area (which is used 1-2 weeks per year) experiences traffic noise levels in excess of the FHPM exterior design level. No traffic noise mitigation is recommended because of the short period of use each year.

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*This contour corresponds to an interior design noise level of Leq 52 dBA assuming open windows and a 10 dBA outside to inside noise reduction. This contour also assumes no acoustic shielding from topography, vegetation, or buildings.

The Hillsboro Municipal Airport

The Hillsboro municipal airport is located on the north side of Cornell Road between Twenty-fifth Avenue and the Hillsboro East City Limits. Several small aircraft hangers as well as a main airport administration building are located along Cornell Road. None of the buildings have exterior activity areas to which the FHWA design noise level standards apply. Therefore, no traffic noise mitigation was considered.

MITIGATION OF CONSTRUCTION NOISE IMPACTS

Construction activity will be subject to the limitations contained in Appendix C, construction noise. Traffic noise during construction of the roadway will be somewhat less than normal due to the slower speed of the traffic.

LOCAL COORDINATION

A copy of this report as well as a copy of the FHWA policy will be forwarded to Washington County and the City of Hillsboro. These reports will assist local jurisdictions in land-use planning for both developed and undeveloped properties in the immediate vicinity of the project. The information contained herein can be used by local planning agencies to protect future land-use development from becoming incompatible with anticipated highway noise levels.

LIST OF PREPARERS

Ronald T. Noble, E.I.T., Senior Specialist

Newell Williams, Acoustical Technician

Anthony J. George, Jr., P.E., Coordinating Engineer

APPENDIX A

METHODOLOGY

TRAFFIC

EXISTING NOISE LEVELS

TRAFFIC NOISE PREDICTIONS

METHODOLOGY

This analysis was conducted in conformance with FHPM 7-7-3. "Procedures for Abatement of Highway Traffic Noise and Construction Noise". The project is classified as a Type 1-B project, or one with uncontrolled access. The FHWA Traffic Noise Prediction Model (FHPWA-RD-77-108) was utilized for noise predictions.

The descriptor used for noise levels on this project is the Leq, or the equivalent steady state sound level containing the same acoustic energy as the time varying sound level during the same time period. The Federal design noise levels for the type of community analyzed in this report are Leq 67 dBA for residential and school property, Leq 72 dBA for commercial property, and Leq 52 dBA for the interiors of residences and schools.

Federal design noise levels refer to the upper limit of acceptable traffic noise level conditions for various activities and land uses. These levels are used to determine the degree of impact of traffic noise on human activities. Table 1 shows various activity categories and their respective design noise levels.

TRAFFIC

The Engineering Department of the City of Hillsboro developed the traffic data listed in Table 2. In addition to the average daily traffic data, peak hour, average hour of the peak 8 hour, and peak truck hour data are also included. Level of Service "C" traffic data was also generated for the project, see Table 3. The project affects only the speed of the traffic while the traffic volumes are the same for both the No-Build and Build alternatives. Traffic data was obtained for the years 1981, 1990, and 2000.

TABLE 1

FEDERAL HIGHWAY ADMINISTRATION DESIGN NOISE LEVEL STANDARD

	Design Noise Levels - dBA L_{eq} (h)	L_{10} (h)	Description of Activity Category
A.	57 (Exterior)	60 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B.	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C.	72 (Exterior)	75 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D.	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

OREGON STATE HIGHWAY DIVISION
ENVIRONMENTAL SECTION
TRAFFIC ANALYSIS

TABLE 2

EAST MAIN ST - E.C.L.
CORNELL RD (HILLSBORO)

TRAFFIC ANALYSIS
NO BUILD ALTERNATE

NAME OF FACILITY FROM	TO	DIST. MILES	YEAR	AVERAGE DAILY TRAFFIC VOLUME	TRUCKS	SPEED	PEAK HOUR TRAFFIC LDV	MDT	HDT	SPD	AVERAGE HOUR VOL	TRK	SPD	PEAK TRUCK HOUR LDV	MDT	HDT	SPD
CORNELL RD ********************																	
MAIN ST	ARRINGTON RD	0.70	1981	14180.	865.	31.	1381.	****	59.	29.	1153.	50.	29.	1134.	22.	53.	28.
			1990	21800.	1330.	23.	2125.	****	91.	14.	1775.	80.	21.	1744.	34.	81.	19.
			2000	26000.	1586.	20.	2550.	****	110.	6.	2130.	107.	14.	2080.	41.	96.	13.
ARRINGTON RD	EAST END OF PROJECT	1.70	1981	14564.	743.	46.	1342.	****	40.	44.	1050.	57.	46.	1150.	22.	50.	44.
			1990	28250.	1441.	27.	2600.	****	78.	9.	2050.	110.	18.	2230.	42.	98.	13.
			2000	35000.	1785.	17.	3160.	****	95.	6.	2475.	133.	10.	2765.	52.	122.	7.

TRAFFIC ANALYSIS
BUILD ALTERNATIVE

NAME OF FACILITY FROM	TO	DIST. MILES	YEAR	AVERAGE DAILY TRAFFIC VOLUME	TRUCKS	SPEED	PEAK HOUR TRAFFIC LDV	MDT	HDT	SPD	AVERAGE HOUR VOL	TRK	SPD	PEAK TRUCK HOUR LDV	MDT	HDT	SPD
CORNELL RD ********************																	
MAIN ST	ARRINGTON RD	0.70	1981	14180.	865.	31.	1381.	****	59.	29.	1153.	50.	29.	1134.	22.	53.	28.
			1990	21800.	1330.	30.	2125.	****	91.	28.	1875.	89.	29.	1744.	34.	81.	28.
			2000	26000.	1586.	28.	2550.	****	110.	26.	2130.	107.	28.	2080.	41.	96.	27.
ARRINGTON RD	EAST END OF PROJECT	1.70	1981	14564.	743.	46.	1342.	****	40.	44.	1050.	57.	45.	1150.	22.	50.	44.
			1990	28250.	1441.	43.	2600.	****	78.	42.	2050.	110.	42.	2230.	42.	98.	41.
			2000	35000.	1785.	41.	3160.	****	95.	40.	2475.	133.	41.	2765.	52.	122.	40.

TABLE 3

LEVEL OF SERVICE "C" TRAFFIC DATA

APPENDIX A

NOISE STUDY REPORT

E. Main Street-Hillsboro E.C.L.
Cornell Road
Washington County

Roadway Section	NO BUILD		BUILD	
	Autos	Speed	Autos	Speed
E. Main to Arrington Road	1,550	26	2,800	26
Arrington to E.C.L.	1,500	42	2,700	42

EXISTING NOISE LEVELS

On October 22, 1981, noise measurements were made at two typically representative sites in the project area; the intersection of Turner Drive and Cornell Road, and the intersection of Twenty-first Avenue and Cornell Road. The measurements were made utilizing a Nagra IV-S recorder and a B&K 2209 Sound Level meter. A B&K Pistonphone was used to calibrate each measurement. The measurements were taken for periods of twenty minutes each. Traffic volumes were counted during each measurement.

Noise levels were predicted for the test sites using the traffic volumes, the estimated speed of the vehicles, and the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). These predicted noise levels were then compared to the noise levels measured on October 22nd as follows:

Location	Monitored Leq	Predicted Leq
Turner Drive & Cornell Road	69 dBA	68 dBA
21st Street & Cornell Road	65 dBA	65 dBA

The comparisons of the monitored and predicted noise levels are in very good agreement. Therefore, the FHWA traffic noise prediction model can be used without adjustment to predict noise levels for the project area.

TRAFFIC NOISE PREDICTIONS

Traffic noise levels at a distance of 50 feet from the centerline of the roadway were predicted using Level of Service "C" traffic volumes and speeds and peak truck hour volumes and speeds. Leq 67 dBA and Leq 52 dBA* contour distances were calculated for both of the project alternatives in year 2000, as well as for the existing noise level. The noise contour is the distance from the centerline of the roadway at which Federal design noise levels are achieved. Receptors beyond the Leq 67 dBA noise contour are not considered to be impacted by exterior traffic noise. Receptors beyond the Leq 52 dBA noise contour have interior traffic noise levels less than the FHPM interior design noise level. These predictions are summarized in Table 4.

---

*The Leq 52 dBA contour distance was calculated assuming an estimated 10 dBA exterior-to-interior noise reduction with open windows.

The traffic noise levels were determined for a "soft" (absorptive) site since most of the areas adjacent to Cornell Road are composed of grass, trees, or brush (typical "soft" absorptive sites), all of which absorb sound at a greater rate than does a "hard" site. The average drop-off rate for sound over a soft" site is 4.5 dBA per doubling of distance while the drop-off for sound over a "hard" site is a 3 dBA per doubling of distance.

Peak truck hour or Level of Service "C" volumes and speeds were used to predict the effectiveness of barriers for mitigating noise impacts as appropriate.

TABLE 4

PREDICTED NOISE LEVELS AND NOISE CONTOURS
APPENDIX A
Noise Study Report

E. Main Street-Hillsboro E.C.L.
Cornell Road
City of Hillsboro
Washington County

Roadway Section	Year	Predicted Noise Levels*		Leq 67 dBA Noise Contour Distance**		Leq 52 dBA Noise Contour Distance***	
		No Build	Build	No Build	Build	No Build	Build
Cornell Road-E. Main to Arrington Road	1981	67	---	46	---	99	---
	1990	68	69	57	63	123	135
	2000	69	69	63	68	136	147
Cornell Road-Arrington Road to East City Limits	1981	70	---	83	---	180	---
	1990	72	73	113	126	243	272
	2000	73	74	126	139	271	300

* Predicted Noise Level (Leq at 50 feet from centerline).

** Predicted unshielded Leq 67 dBA Noise Contour Distance from centerline.

*** Assumes 10 dBA reduction to the interior of the building with windows open.

APPENDIX B

MEASURES FOR THE MITIGATION OF TRAFFIC NOISE

MITIGATION OF TRAFFIC NOISE

In order to mitigate traffic noise at the receptors with noise levels which exceed the design noise levels, the following noise abatement measures were considered for feasibility.

1. Prohibition or Time Restriction of Heavy Trucks - The prohibition and/or time restriction of heavy trucks on Cornell Road would be undesirable since Cornell Road is designated a major arterial and a truck route servicing the Hillsboro Airport vicinity.

2. Modification of Speed Limits - By reducing the average speed, reductions in the noise levels can be achieved. However, Cornell Road is designated a major arterial and limitation of speed would be impractical.

3. Exclusive Lane Designation - Exclusive lane designations or other traffic management devices would not be feasible for the project area since Cornell Road is not suitable for exclusive lane designation or traffic management devices.

4. Changes in Horizontal and Vertical Alignment - Changes in horizontal or vertical alignment would not be feasible since the project area is relatively flat and developed on both sides of the roadway.

5. Construction of Noise Barriers - A noise barrier must be continuous in front of a receptor to be effective. Receptors with driveways to the road would not be adequately shielded since an opening in the barrier is necessary. Receptors with no access to the roadway could be adequately shielded.

The 53 residences along Cornell Road require access to the roadway with driveways. The Hillaire Manor, located at 1778 N.E. Cornell Road, requires two accesses to the roadway. None of these buildings can feasibly be shielded by noise barriers. Of the remaining receptors which do not have direct access conflicts, nine residences and a junior high school athletic field can be shielded with the construction of three noise barriers (see Figure 1). The evaluation of these barriers is contained in the body of this report.

APPENDIX C

CONSTRUCTION NOISE

Construction noise can cause areas adjacent to the project to experience increased noise. The type and use of equipment, traffic relocation (detour routes), material movement (haul routes), and various techniques, all contribute to this additional noise.

Construction noise is considered a temporary problem as it rarely occurs in any one location for an extensive length of time, and depends on the complexity and duration of the project.

The variety of equipment, operation modes, and the unpredictable location of on-site activities, combine to make an estimate of composite noise levels impractical, especially for specific receptor locations. Therefore, the discussion of construction noise is limited to equipment emission levels and feasible mitigation.

The most prevalent noise source is equipment powered by an internal combustion engine (usually diesel). This equipment is grouped (Table 1) according to its mobility and operating characteristics: (1) earthmoving, (2) materials handling, and (3) stationary equipment. Equipment noise emission levels are shown in Table 1.

In order to minimize the level of construction noise, the following construction noise abatement measures will be included in the project construction specifications.

1. No construction shall be performed within 1,000 feet of an an occupied dwelling unit on Sundays, legal holidays, and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

4. No pile driving or blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.

5. Rock crushing or screening operations performed within 3,000 feet on an occupied dwelling shall be blocked from the direct view of the affected dwelling units through the strategic placement of material stockpiles as directed by the project manager.

Should a specific noise complaint occur during the construction of the project, the contractor, at his own expense, may be required to implement one or more of the following noise mitigations as directed by the project manager.

1. Locate stationary construction equipment as far from roadway noise sensitive properties as possible.

2. Shut off idling equipment.

3. Schedule noise construction operations near the middle of the day.

4. Notify nearby residents whenever extremely noisy work will be occurring.

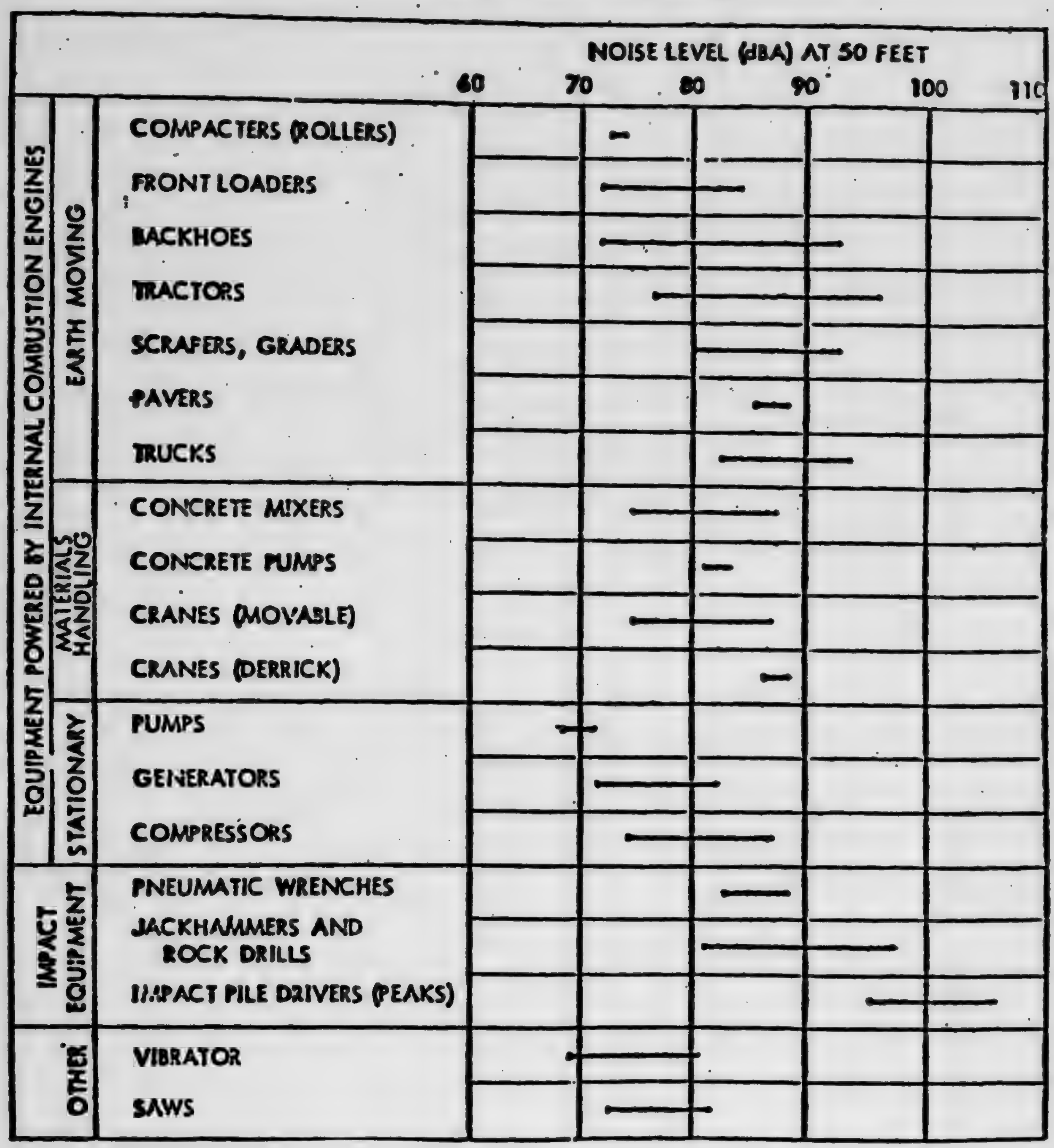
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

TABLE 1

CONSTRUCTION NOISE

APPENDIX C
NOISE STUDY REPORT
E. Main Street-Hillsboro E.C.L.
Cornell Road, City of Hilsboro
Washington County

Construction Equipment Noise Ranges



APPENDIX D

FIGURES AND TABLES

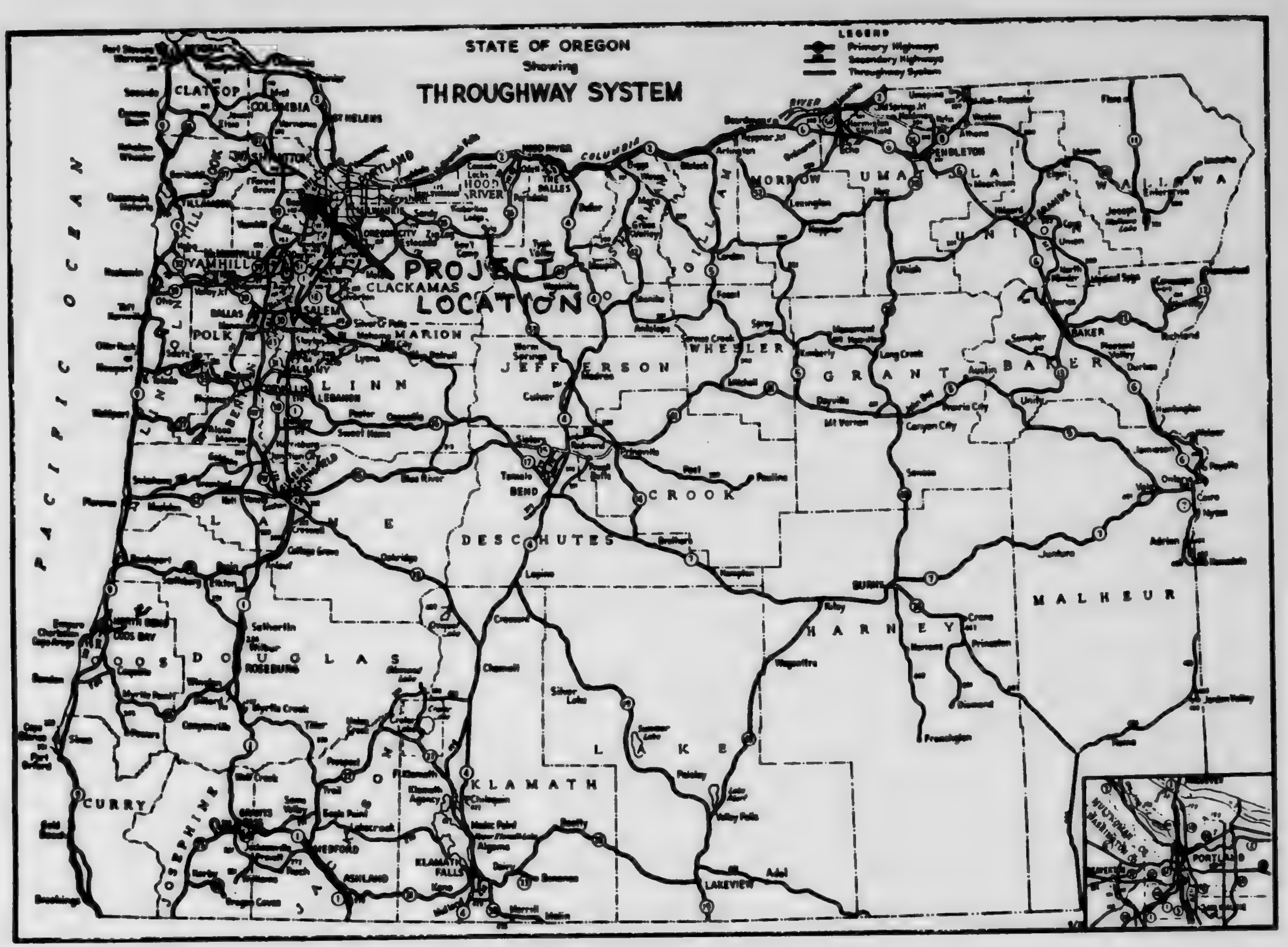

STATE OF OREGON
Showing
THROUGHWAY SYSTEM
LEGEND
Primary Highways
Secondary Highways
Throughway System
PACIFIC OCEAN
PROJECT LOCATION
CLATSOP
COLUMBIA
WASHINGTON
YAMHILL
TILLAMOOK
POLK
MARION
CLACKAMAS
HOOD RIVER
LINCOLN
LINN
BENTON
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DESCHUTES
CROOK
JEFFERSON
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
UNION
WALLOWA
WHEELER
GRANT
BAKER
HARNEY
MALHEUR
PORTLAND
SALEM
BEND
BURNS
LAKEVIEW
KLAMATH FALLS
ASHLAND
MEDFORD
ROSEBURG
COOS BAY
PENDLETON
BAKER
COLUMBIA RIVER
MULTNOMAH CO.
WASHINGTON CO.

FIGURE 1

Project Location in Oregon

Noise Study Report

E. Main Street-Hillsboro E.C.L.
Cornell Road
City of Hillsboro
Washington County

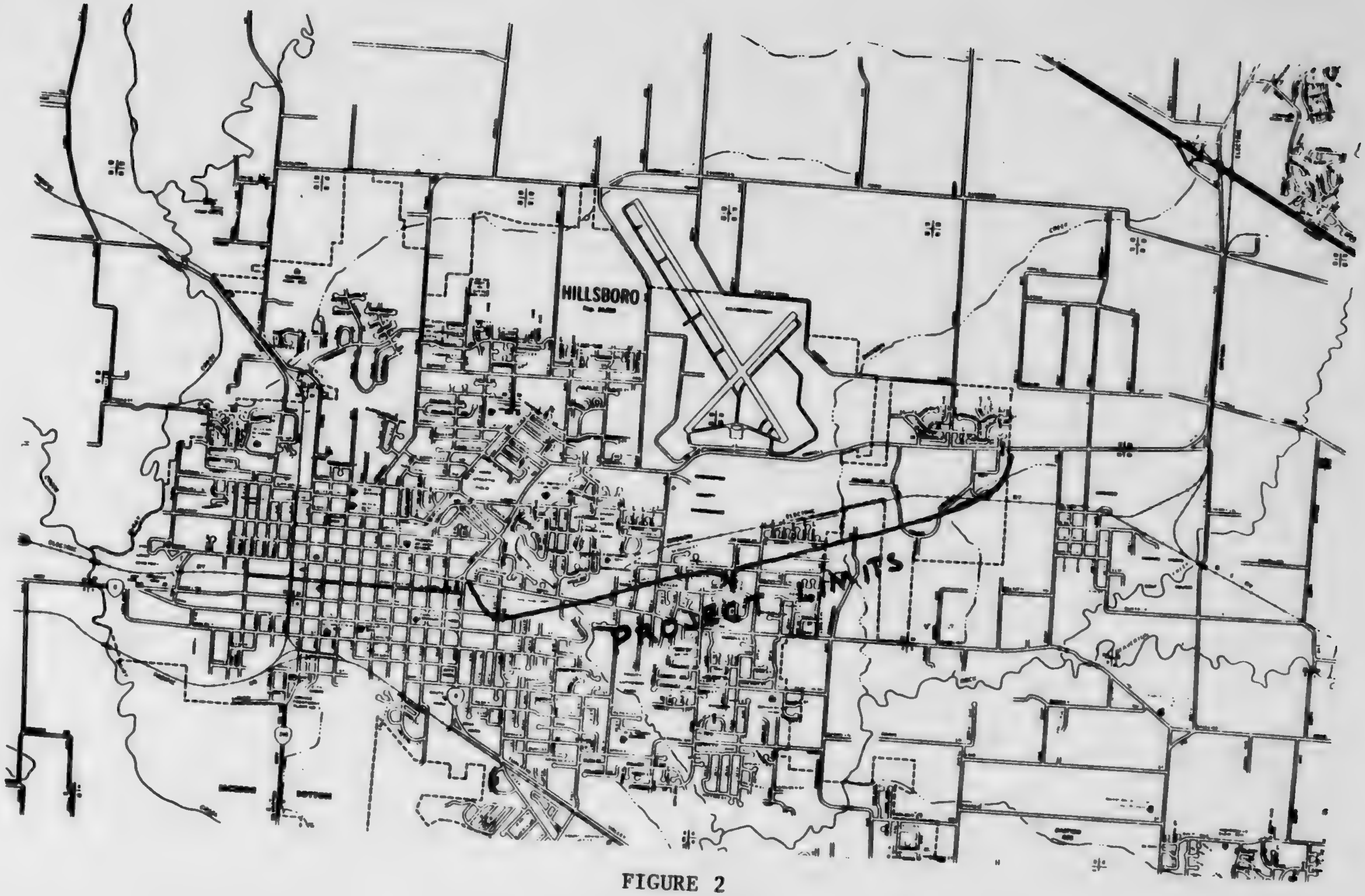

HILLSBORO
PROJECT LIMITS

FIGURE 2

City of Hillsboro
Noise Study Report
E. Main Street-Hillsboro E.C.L.
Cornell Road
City of Hillsboro
Washington County

FIGURE 3

Receptors Exceeding Exterior Design Noise Level
No Build and Build Alternatives
Noise Study Report
E. Main Street-Hillsboro E.C.L.
Cornell Road
City of Hillsboro
Washington County

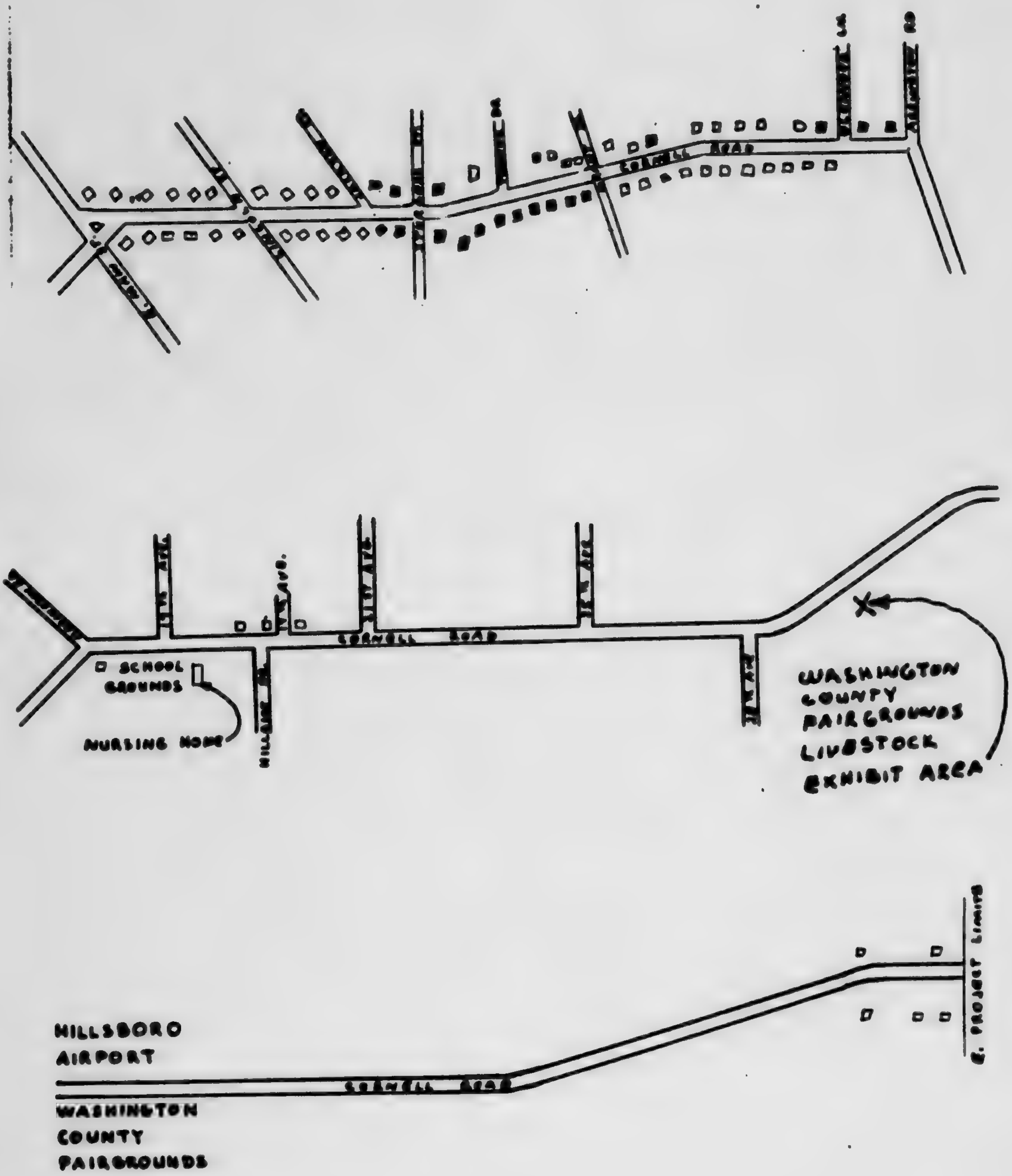

CORNELL ROAD
SCHOOL GROUNDS
NURSING HOME
CORNELL ROAD
WASHINGTON COUNTY FAIRGROUNDS LIVESTOCK EXHIBIT AREA
HILLSBORO AIRPORT
CORNELL ROAD
WASHINGTON COUNTY FAIRGROUNDS
E. PROJECT LIMITS

FIGURE 4

Receptors Exceeding Interior
Design Noise Level
No Build and Build Alternatives
Noise Study Report
E. Main Street-Hillsboro E.C.L.
Cornell Road
City of Hillsboro
Washington County

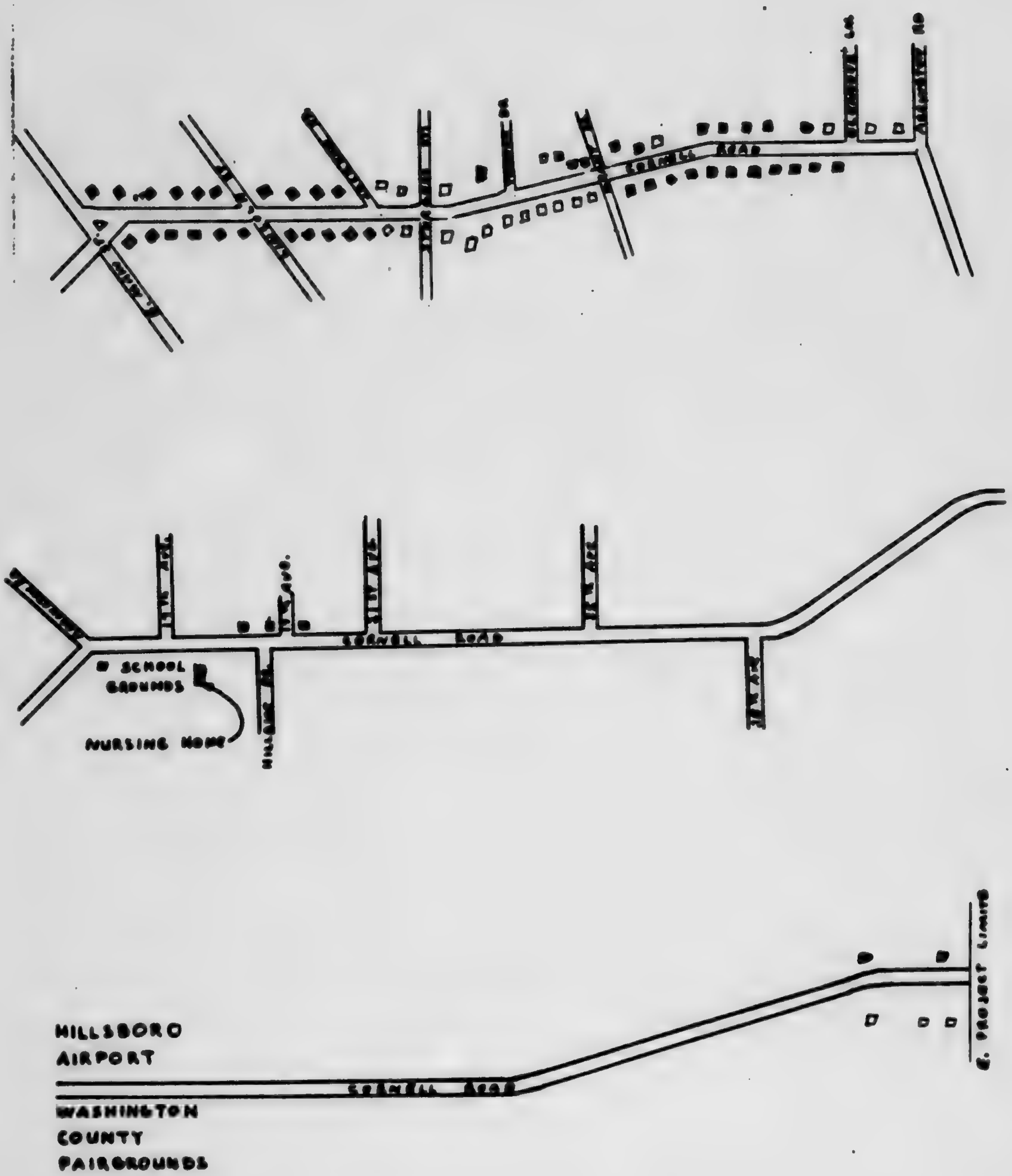

CORNELL ROAD
SCHOOL GROUNDS
NURSING HOME
CORNELL ROAD
HILLSBORO AIRPORT
CORNELL ROAD
WASHINGTON COUNTY FAIRGROUNDS
E. PROJECT LIMITS

FIGURE 5

NOISE BARRIER LOCATION
APPENDIX D
Noise Study Report

E. Main Street-Hillsboro E.C.L.
Cornell Road
City of Hillsboro
Washington County

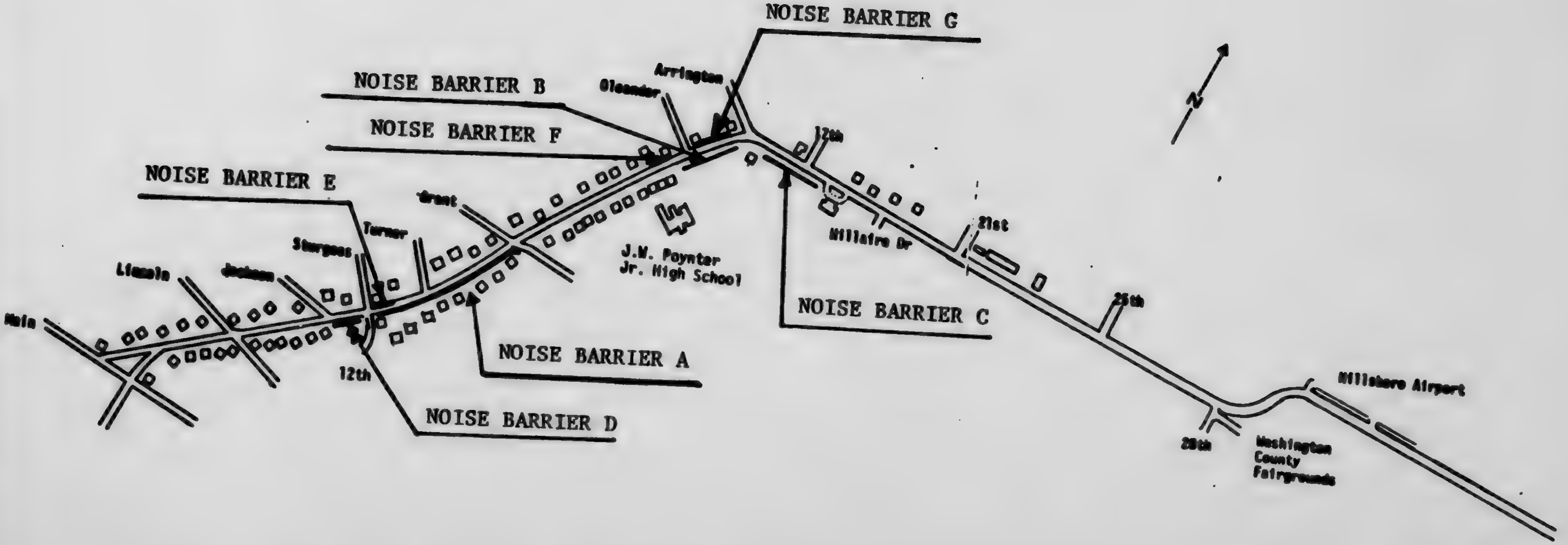

NOISE BARRIER G
NOISE BARRIER B
NOISE BARRIER F
NOISE BARRIER E
NOISE BARRIER C
NOISE BARRIER A
NOISE BARRIER D
Arrington
Oleander
Grant
Turner
Sturgess
Jackson
Lincoln
Main
12th
12th
Hillaire Dr
21st
25th
28th
J.W. Poynter
Jr. High School
Hillsboro Airport
Washington
County
Fairgrounds
N

TABLE 1

SUMMARY OF NOISE IMPACTS

E. Main Street-Hillsboro E.C.L.
Cornell Road
City of Hillsboro
Washington County

	Exterior* Leq 67 dBA		Interior** Leq 52 dBA	
	No Build	Build	No Build	Build
Residences	19	19	49	49
J. W. Paynter School	1	1	0	0
Hillaire Manor	0	0	1	1
Commercial***	0	0	-	-
Fairgrounds	1	1	0	0
Airport	0	0	0	0

* FHWA Exterior Design Noise Level.

** FHWA Interior Design Noise Level, assuming 10 dBA reduction to the interior with the windows open.

*** FHWA Exterior Design Noise Level for developed property (commercial) is Leq 72 dBA. There is no FHWA Interior Design Noise Level for developed property.

TABLE 2

NOISE BARRIER COSTS
E. Main Street-Hillsboro E.C.L.
Cornell Road
Washington County

Barrier	Type	Length	Height	dBA Reduction	Property Mitigated	Cost	Cost Per Dwelling Unit	Cost Per dBA Dwelling Unit	Barrier Recommended
A	Concrete	865'	8'	5	9 residences	$130,000	$14,440	$2,890	No
	Wood					75,000	8,330	1,670	No
	Artistic					37,000	4,110	820	No
B-1	Concrete	384'	8'	4	School Athletic Field	65,000*	---	---	No
	Wood					40,000*	---	---	No
	Artistic					27,000*	---	---	No
B-2	Concrete	294'	8'			50,000*	---	---	No
	Wood					32,000*	---	---	No
	Artistic					21,000*	---	---	No
C-1	Concrete	407'	8'	4	School Athletic Field	68,000**	---	---	No
	Wood					43,000**	---	---	No
	Artistic					25,000**	---	---	No
C-2	Concrete	327'	8'			55,000*	---	---	No
	Wood					35,000*	---	---	No
	Artistic					23,000*	---	---	No
D	Concrete	210'	8'	6	2 residences	33,000**	16,500	2,750	No
	Wood					20,000**	10,000	1,670	No
	Artistic					11,000**	5,500	920	No
E	***	150'	8'	—	—	---	---	---	No
F	Concrete	70'	8'	6	1 residence	13,000**	13,000	2,170	No
	Wood					8,000**	8,000	1,330	No
	Artistic					5,000**	5,000	830	No
G	Concrete	122'	8'	6	2 residences	21,000**	10,500	1,750	No
	wood					14,000**	7,000	1,170	No
	Artistic					9,000**	4,500	750	No

* Includes safety barrier cost.

** Includes right-of-way cost.

*** This wall is not recommended because of inadequate sight distance.

Hillsboro

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter, Asst. State Highway Engineer
J. H. Versteeg, Head of Engineering
G. A. Potter, Manager, Environmental Section

DATE: February 12, 1982

Tony
FROM: Anthony J. George, Coordinating Engineer
Environmental Section

RE: Noise Mitigation Recommendations
E. Main Street - Hillsboro E.C.L.
Cornell Road
Washington County

HAL: 3:08 Pm
Ed & I are meeting on this now. Can you come in?

Attached is our completed noise study report for the subject project segment. This report is for an Environmental Assessment being prepared for the City of Hillsboro, and subsequent to your review, will be subject to review and comment by the City.

Three noise barriers are proposed, one to mitigate nine residences ($820 per dBA reduction per dwelling unit) and two to mitigate noise at a junior high school athletic field ($27,000 and $25,000 respectively--$52,000 total cost). Even though the build and no-build noise levels are nearly the same, the cost of mitigation was judged to be reasonable, considering the benefits of noise reduction which would be provided. The barrier which mitigates the nine residences is recommended for further local review to see if residents would prefer the barrier instead of existing wood fences.

If approved, this report will be sent to the City of Hillsboro for review and comment. Your concurrence is requested.

AJG:lb

Attachment

Decision No
2-12-82

Versteeg
Anderson
Adams
1 Olson
Sullivan
Terpin
Trout
Wakerlig

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ROAD DESIGN
SECTION

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Wash. Co.

ROAD DESIGN SECTION

DES 16
ENV 3

Tony George, Coordinating Engineer
Environmental Section

January 21, 1982

A. D. Olson
Preliminary Design Engineer

✓ Versteeg ✓
Anderson
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Sullivan
Terpin
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Wakerlig

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Noise Barrier Cost Estimates
E. Main Street-Hillsboro E.C.L.
Cornell Road
Washington County
Prefix 334-1901-907

The "Artistic Fence" design by Salem U-Cart Concrete is a precast concrete panel fence that is primarily designed to be a decorative fence with a maximum height of 6 feet. The Bridge Design Section has revised this design in order for this fence to be used as a noise wall. The maximum height that can be obtained with this type of wall is 8 feet.

No bids have been received on this type of wall and estimates of cost are based in part on information supplied by Salem U-Cart Concrete. The estimated cost for a 6-foot high artistic noise wall is $32 per lineal foot or $42 per lineal foot for an 8-foot high artistic noise wall.

Noise Barrier A:

Constructing this noise wall as previously proposed using the artistic design will cost approximately $37,000, averaging $42 per lineal foot.

Noise Barrier B:

Constructing the 384-foot long noise wall using the artistic design with a safety barrier will cost approximately $27,000, averaging $70 per lineal foot. The 294-foot long wall using the same design will cost approximately $21,000.

Noise Barrier C:

Constructing the 327-foot long noise wall using the artistic design with a safety barrier will cost approximately $23,000, averaging $70 per lineal foot. The 407-foot long noise wall using the artistic design without a safety barrier will cost approximately $25,000 to construct, averaging $42 per lineal foot, and includes $8,000 for additional right-of-way cost.

Noise Barrier D:

A noise wall in this area should be placed as close to the right-of-way line as possible. However, an additional 10 feet of right-of-way would be required between Stations 12+75 and 13+70 in order to construct a noise wall that will provide adequate sight distance for safe access to Cornell Road from N.E. 12th Avenue and a driveway at Station 12+50 Rt.

One negative aspect of placing a noise wall near this proposed right-of-way line is that this wall would be located within 8 feet of a residence at Station 12+90 Rt.

The following are estimated noise wall costs for constructing an 8-foot high, 210-foot long wall between Stations 12+75 and 14+82 and includes approximately $2,000 for the additional right-of-way required:

Standard Concrete Noise Wall	$33,000	@	$149 per Lin. Ft.
Wood Noise Wall	$20,000	@	$ 87 per Lin. Ft.
Artistic Noise Wall	$11,000	@	$ 42 per Lin. Ft.

Noise Barrier E:

The existing right-of-way in the area of this proposed noise barrier is not adequate for construction of a noise wall because of the sight distances required for safe access to Cornell Road from N.E. Sturgess Avenue and N.E. Turner Drive. There is a building located approximately 10 feet from the existing right-of-way line at Station 16 Lt. that limits the sight distance to approximately 30 MPH. Any wall placed between this building and the roadway would further reduce the sight distance.

Noise Barrier F:

A noise wall cannot be constructed within the existing right-of-way in this area because of sight distance problems. Approximately 10 feet of additional right-of-way would be required in order to construct a noise wall that will provide adequate sight distance for safe access to Cornell Road from a driveway at Station 33+20 Lt.

One negative aspect of placing a noise wall near this proposed right-of-way line is that the wall would be located within 5 feet of a residence at Station 39+30 Lt.

The following are estimated noise wall costs for constructing an 8-foot high, 70-foot long noise wall between Stations 33+80 and 34+50 Lt. and includes approximately $2,000 for the additional right-of-way required;

Standard Concrete Noise Wall	$13,000	@	$149 per Lin. Ft.
Wood Noise Wall	$ 8,000	@	$ 87 per Lin. Ft.
Artistic Noise Wall	$ 5,000	@	$ 42 per Lin. Ft.

Noise Barrier G:

The location for a noise wall in this area is limited by the existing sidewalk located approximately 1 foot inside the right-of-way line and a residence located 9 feet outside the right-of-way line. A noise wall could be placed approximately 4 feet from the sidewalk. This would require an additional 5 feet of right-of-way. One negative aspect is that this would place the noise wall within 6 feet of the residence at Station 36 Lt. This noise wall would also be located within 10 feet of a travel lane and should be designed with a safety barrier.

The following are estimated noise wall costs for constructing an 8-foot high, 122-foot long noise wall with safety barrier between Stations 35+98 and 37+20 Lt. and includes approximately $1,200 for the additional right-of-way required:

Standard Concrete Noise Wall	$21,000	@	$169 per Lin. Ft.
Wood Noise Wall	$14,000	@	$107 per Lin. Ft.
Artistic Noise Wall	$ 9,000	@	$ 62 per Lin. Ft.

There would be no apparent adverse impact to the road design other than those mentioned. However, access to the sidewalks will be limited with construction of these noise walls. Obtaining the additional right-of-way required for these noise walls may be a problem due to the proximity of the residences to the roadway.

ADO:ja

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

ENV 3

TO: J. H. Versteeg
Head of Engineering

DATE: January 12, 1981

FROM: Anthony J. George, Coordinating Engineer
Environmental Section

Tony

SUBJECT: Noise Barrier Cost Estimates
E. Main St.-Hillsboro E.C.L.
Cornell Road
Washington County

1 Versteeg ✓
Anderson
Adams
2 Olson
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Trout
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Thank you for your timely response to our earlier request for noise barrier cost estimates for the subject project. Additional work indicates that we must analyze four more noise walls in addition to those previously studied. Also, we would like cost estimates for a precast wall similar to the "Artistic Fence" design, for all barriers (A-G). Figure 1 shows the location of the 4 additional noise barriers. Noise barriers A, B, and C were analyzed in our earlier request.

Noise barrier D mitigates the noise impacts at two residences on the east side of Cornell Road, south of Twelfth Street (Sta. 12+75 to Sta. 14+82). The barrier is approximately 207 feet long and is eight feet high.

Noise barrier E is located on the west side of Cornell Road, north of Sturgess Avenue (Sta. 16+00 to Sta. 17+50). The barrier would be approximately 100 feet long and 6 feet high.

Noise barrier F is located on the west side of Cornell Road, south of Oleander Lane (Sta. 33+80to Sta. 34+50). The barrier would be approximately 80 feet long and 8 feet high.

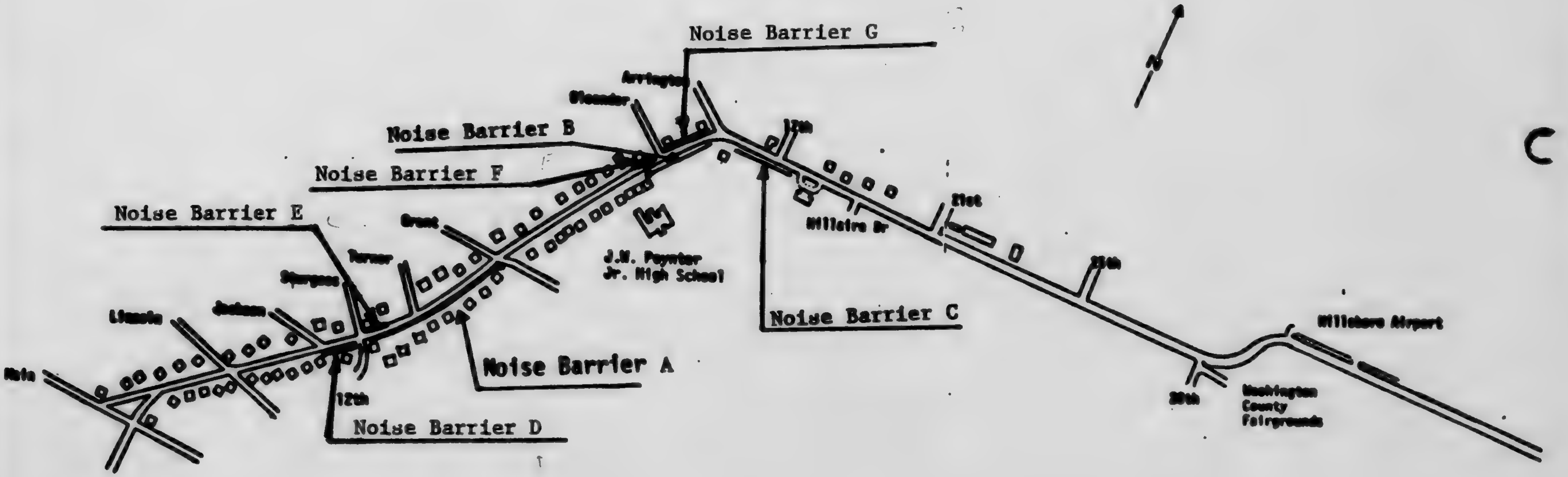
Noise barrier G is located on the west side of Cornell Road between Oleander Lane and Arrington Road (Sta. 35+98 to Sta. 37+20). The barrier would be approximately 122 feet long and eight feet high.

Please analyze the noise walls and provide us with engineering feasibility and cost estimates. We would appreciate your earliest possible response to this request. If you have any questions, please contact Ron Noble on my staff. Thank you.

AJG:RN:lb

Attachment

Cornell Road (Hillsboro)
E.Main to E.City Limits
Washington County
Noise Study Report


Noise Barrier G
Noise Barrier B
Noise Barrier F
Noise Barrier E
Noise Barrier A
Noise Barrier D
Noise Barrier C
Main
Lincoln
Jackson
Spurgeon
Turner
Grant
Oleander
Arrington
12th
J.W. Poynter
Jr. High School
17th
Hillaire Dr
21st
25th
28th
Washington
County
Fairgrounds
Hillsboro Airport
N

ROAD DESIGN SECTION DES 16

Tony George, Coordinating Engineer
Environmental Section

December 18, 1981

A D Olson
A. D. Olson
Preliminary Design Engineer

Noise Barrier Cost Estimates
E. Main Street-Hillsboro E.C.L.
Cornell Road
Washington County
Prefix 334-1901-907

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Wood walls or concrete walls constructed with concrete block or precast concrete panels appear to be the most feasible type of sound walls to construct on this project. A metal wall, comparable in cost to the concrete walls could also be used as an alternate.

An 8-foot high concrete wall constructed with concrete block or precast concrete panels will cost approximately $149 per lineal foot compared to $87 per lineal foot for the 8-foot high wood wall. The wood wall has a lower initial construction cost; however, a concrete wall requires a minimum of maintenance and has a useful life of fifty years plus. A wood wall is a high-maintenance wall and has a maximum expected life of twenty years. This should be considered in any comparison of costs.

Barrier "A":

The most feasible location for a sound wall in this area would be as close to the existing right-of-way line as possible. Additional right-of-way would be required at the east end of this wall in order to provide adequate sight distance for safe access to Cornell Road from Grant Street. The additional right-of-way required would taper from a point on the existing right-of-way at Station 23+16 to six feet outside the existing right-of-way line at approximately Station 24+12. The sound wall could then continue around the corner of Grant Street and Cornell Road for a distance of approximately five feet (to the corner residence property line). The amount of additional right-of-way would be less than .02 acre and would not appear to materially increase the cost for this wall.

Constructing this revised 8-foot high, 865-foot long sound wall between Stations 15+52 and 24+12+ would cost approximately $130,000 for a concrete type wall or $75,000 for a wood wall.

Barrier "B":

The most feasible location for a sound wall in this area would be as close to the proposed right-of-way line as possible. Placing a sound wall at the proposed right-of-way line will only allow for a 25 MPH stopping sight distance around the curve at the east end of this wall. The design speed for this curve is approximately 30 MPH. The east end of this sound wall would need to be shortened approximately 90 feet in order to achieve a 30 MPH stopping sight distance. The amount of noise mitigation this shorter wall will provide may need to be re-evaluated.

This sound wall would be located approximately eight feet ± from the edge of a travel lane and should be designed with a safety barrier. Constructing the proposed 384-foot long sound wall will cost approximately $65,000 for a concrete type wall or $40,000 for a wood wall, and includes $20 per lineal foot for safety barrier.

Constructing the shorter 294-foot long wall between Stations 33+96 and 36+90 would cost approximately $50,000 for a concrete wall or $32,000 for a wood wall and includes the $20 per lineal foot for a safety barrier.

Barrier "C":

A 407-foot long sound wall cannot be constructed within the proposed right-of-way line in this area and provide desirable (45 MPH) sight distance. Placing a sound wall at the proposed right-of-way line would allow for a 30 MPH stopping sight distance around the curve at the west end of the wall; however, the east end of the wall would need to be shortened approximately 80 feet in order to provide a 30 MPH stopping sight distance for access to Cornell Road from a side road at Station 43+05.

This sound wall would be located approximately eight feet ± from the edge of a travel lane and should be designed with a safety barrier. This revised 327-foot long sound wall constructed between Stations 38+65 and 41+92 would cost approximately $55,000 for a concrete type wall or $35,000 for a wood wall, and includes $20 per lineal foot for safety barrier. The noise mitigation provided by this shorter wall may need to be re-evaluated.

One alternative for construction of this sound wall would be to obtain an additional ten feet of right-of-way between Stations 38+65 and 42+72. Placing a sound wall at this right-of-way line would increase the stopping sight distance at the west end of the wall from 30 to 35 MPH and the sight distance from the side road at Station 43+05 from 30 to 45 MPH. This would also allow the wall to be constructed to the proposed 407-foot length. A safety barrier could probably be eliminated as part of this wall as the clear zone between the travel lane and wall would be increased by ten feet.

In addition to the safety factors, the area between the sound wall and sidewalk could be landscaped to lessen the visual impact of this wall.

Constructing this 407-foot long wall would cost approximately $60,000 for a concrete type wall or $35,000 for a wood wall. Right-of-way is not included in these costs. The amount of additional right-of-way required for this alternative is approximately .09 acre and would add approximately $8,000 to the cost of this sound wall.

There would be no apparent adverse impact to the road design other than those mentioned. However, access to the sidewalks would be limited with construction of the sound walls.

This would be a Type 1-B project.

ADO:ja

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: J. H. Versteeg
Head of Engineering

Tony
FROM: Anthony J. George, Coordinating Engineer
Environmental Section

SUBJECT: Noise Barrier Cost Estimates
E. Main Street-Hillsboro E.C.L.
Cornell Road
Washington County

DATE: December 2, 1981

1 Versteeg
Anderson
Christ
2 Olson
Sullivan
Terpin
Trou
Wakerlig

RECEIVED
DEC 03 1981
ROAD DESIGN
SECTION

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The noise analysis has identified three areas along the project which are impacted by traffic noise and where mitigation with noise barriers are possible. Figure 1 shows the location of the noise barriers.

The noise barrier "A" mitigates the noise impacts at seven residences east of Cornell Road between Twelfth Street (Sta. 15+52) and Grant Street (Sta. 24+8). The barrier is approximately 850 feet long and 8 feet high and will continue around the corner of Grant Street and Cornell Road for a distance of approximately 11 feet (to the corner residence property line).

Noise barriers "B" and "C" mitigate the noise impacts of the J.W. Poynter Jr. High School athletic field on the west side and the north side, respectively. Barrier "B" extends from Sta. 33+96 to Sta. 37+80 on the east side of Cornell Road (approximately 384 feet) and is 8 feet high. Barrier "C" extends from Sta. 38+65 to Sta. 42+72 on the south side of Cornell Road (approximately 407 feet) and is 8 feet high.

Please analyze the noise walls and provide us with engineering feasibility and cost estimates. We would appreciate your earliest possible response to this request. If you have any questions, please contact Ron Noble on my staff. Thank you.

AJG:RN:lb

Attachment

Watson

ROAD DESIGN SECTION ADM 11-2

Earl C. Purdy
Resident Locating Engineer

March 26, 1981

Lyle K. Watson
L. K. Watson
Acting Final Design Engineer

E. Main Street-E.C.L. (Hillsboro) Section
Cornell Road
Washington County

The sample Mylar plan and profile you sent to us has been reviewed.

We find no objection to the sheet size. It is close enough to the size of our Federal-aid sheets to be of no problem.

Of major concern to us is the quality of prints, half-size Mylars, and half-size prints which must be produced from this type of sheet. Our Photocopy and Blueprint Section tell us that their normal processes will not produce good quality half-size reproductions. Attached is a half-size print which we had made. The plate which is made for the off-set printing of the contract plans also produces a similarly poor quality print.

There is a photographic and screening process that can be used to make fairly good quality plates used in printing the contract plans. This, however, is a slow, expensive process costing approximately $32 per sheet. This does not include the cost of labor.

Also, obtaining good quality half-size Mylar sheets for our files necessitates that they be made by means of a slower, more expensive photographic process. This would cost approximately $12 per sheet not including the cost of labor.

Full-size reproduction of this type plan/profile is apparently no problem.

It should be noted that if these types Mylar sheets are used, our title block will need to be placed in the upper right corner of the sheet to conform with our method of filing. We have shown this on the sample Mylar attached with this letter.

We recommend that this style of plan/profile sheets not be used.

LKW:ja

Attachment

cc Curt Duval

1 Verstoeg ✓
Anderson
Christensen
Olson
Sullivan
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Trout
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RECEIVED
MAR 26 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

9846

+

March 20, 1981

City of Hillsboro
City Hall
Hillsboro, OR 97123

AGR 4

Attention: Bernice Barinaga
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7416

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the East Main Street-East City Limits Section of Cornell Road in your City.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Att.

bc Don Harwell (agree. att.)

CON 21-2

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: October 16, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Interstate Transfer Project

Hillsboro is requesting approval of a $2,100,000 project to reconstruct a 2.3 mile segment of N.E. Cornell Road. The project will provide four travel lanes, left-turn lanes at intersections and developed commercial areas, a combination bikepath/walkway and traffic signals at (1) the realigned intersection of 25th Avenue and 28th Avenue, and (2) East Main Street. Additional right-of-way will be acquired as a participating cost of the project. City will perform the bulk of preliminary engineering and State will supervise construction. The location of the proposed project is indicated on the attached sketch. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	City Share
Hillsboro	East Main Street-East City Limits, Cornell Road, FAU 9022	$2,100,000	$1,785,000	$315,000

Metro and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer Funds withdrawn from the Mt. Hood Freeway. I recommend your approval and request you authorize this project under delegated authority.

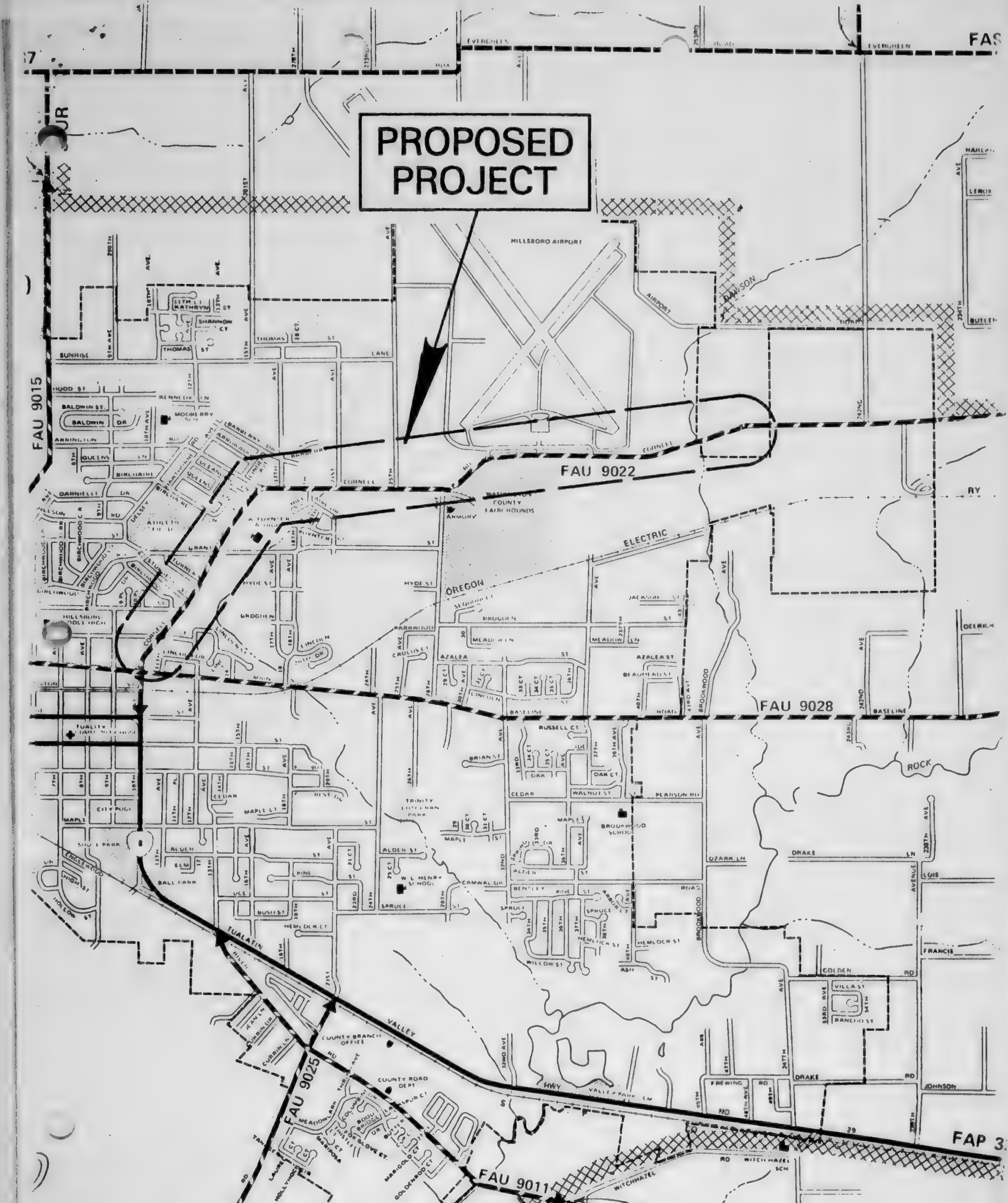
APPROVED BY:

State Highway Engineer

Date 10/16/80

GEZ:pf
Attachment

10-17 orig. to [illegible]
([illegible] mailing)


PROPOSED PROJECT
FAS
EVERGREEN
HILLSBORO AIRPORT
AIRPORT
DAWSON
FAU 9015
FAU 9022
CORNELL
WASHINGTON COUNTY FAIRGROUNDS
ARMORY
ELECTRIC
OREGON
RY
FAU 9028
BASELINE
ROCK
BROOKWOOD
BROOKWOOD SCHOOL
TRINITY LUTHERAN PARK
W.L. HENRY SCHOOL
TUALATIN
VALLEY
HWY
DRAKE
JOHNSON
FRANCIS
GOLDEN
FAU 9025
COUNTY BRANCH OFFICE
COUNTY ROAD DEPT
FAP 3
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WITCHHAZEL
FAU 9011
FAS A673
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LONE OAK ST
JACKSON
HILLSBORO HIGH SCHOOL

9846

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: IX-9022(6)

STATE PROJECT NO.: See below

FROM:
E. J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 10066

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 10 '81
REFER TO Manning
FOR
Info Inves R/D D/R Sign Act File

orig. to 2-10-81

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 2/5/81

FEDERAL ROUTE NUMBER: FAU 9022

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

East Main Street - East City Limits (Hillsboro)

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Program change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/26/81 I approve the revised Preliminary Engineering Costs to a TEC of $117,648 Federal Funds $100,000.

(Decrease TEC $62,352 Federal Funds $53,000)

DATE: 2/5/81

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Acting Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-488

1846

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

January 26, 1981

TO: Ernie Valach
Acting Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project IX-9022(6)
E. Main St.-E. City Limits (Hillsboro) Sec.
Washington County

I hereby request your approval of a reduction in obligation on the subject project to reflect a partial obligation of $117,648 in total cost and $100,000 in federal funds.

This request is based on the Metropolitan Service Districts approval of an obligation of $100,000 in federal funds for the project due to the transfer fund limitation for fiscal year 1981.

Enclosed are copies of the project agreement estimate and project agreement which reflect the requested change in obligation.

CL:bkc
Enc.

cc: M. Klotz
J. Rose
G. Zehner
General Files

Form 734-3122

9446

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. X-9022(6)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

COUNTY NAME Washington

ITEM NO. 10066

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '81
REFER TO Planning
FOR
Info | Inves | R/D | D/R | S.gn | Act | File

1-13
[illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	1/6/81	FAU 9022
		STATE ROUTE NUMBER City Street

GENERAL LOCATION:

East Main Street - East City Limits (Hillsboro)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage and utility preparatory work.
☐ OTHER (Specify) TEC $180,000 F.F. $153,000

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 11/18/80.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/6/81	G. K. [illegible]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-691-455

[illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

NOTED H. COULTER

RECEIVED
STATE HWY ENGR
DEC 31 '80
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: East Main St East City Limits

DATE: 12/30/80

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified [illegible].

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ttachment

cc: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
eg.(M)Engr.: R.N. Bothman
eg.(1)Engr.: E.L. Hardt
Dist.(2)Engr.: W.W. Geibel

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8011 2 240

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

BEN GIFFORD

11-2-80

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

[illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

[illegible]
DEC 3 1980

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 8011 2 240 Due Date: NOV 28 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

(X) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency Fish & Wildlife

By James A. Newton
Environmental Mgmt Section 12-1-80

PNRS 8011-2-240

The Oregon Department of Fish and Wildlife has no objection to the Cornell Road Project in Washington County. However, we request that Jay Massey, district fish biologist, have the opportunity to review and comment on the detailed plans associated with the Dawson Creek crossing modification. Mr. Massey can be contacted at 17330 S.E. Evelyn Street, Clackamas, Oregon 97015, telephone number 657-2041.

cc: Jay Massey

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIEVD
NOV 10 1980
PUBLIC AFFAIRS

[illegible]
NOV 28 1980

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 8011 2 240 Due Date: NOV 28 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency DEQ By Howard W. Harris

7846

Hillsboro

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE
PREFIX

IDENTIFICATION

PROJECT NAME: Cornell Road
HIGHWAY NAME: n/a
HIGHWAY NUMBER: n/a
REGION: Portland/Metro
ADMINISTRATIVE DISTRICT:
COUNTY: Washington
CITY: Hillsboro
LENGTH: 12,550'
MILEPOST NUMBER: E. Main TO East City Limits
☐ RURAL ☒ URBAN
LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO
IF YES, UNIT OF GOVERNMENT: City of Hillsboro
TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX
METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER
TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☒ SIGNAL ☒ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Remove existing oil mat road construct a 48' improvement from E. Main to Arrington, 60' from Arrington to N.E. 28th Street, and 48' from N. E. 28th-East. Improvement will provide two eastbound lanes, two westbound travel lanes and turn lanes at intersections and developed commercial areas. A combination bikepath/walkway will be included with curbs and drainage. (SEE ATTACHED MAPS)

1 Versteeg ✓
Anderson
3 Christensen
3 Olson
Sullivan
Terpin
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ROAD DESIGN SECTION

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2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): approx. 15,000 vehicles per day (1978)
PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): approx. 30,000 vehicles per day (2000)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☒	☒	☐
PROPOSED	☐	☐	☐	☒	☐	☐

DESIGN SPEED (MPH): 35 - 55
DESIGN STANDARDS: AASHTO
TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☒ HEAVY

APPROVED

Location Engineer
Date

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 (9 - 11 ft.)	4 (12 ft.) plus turn lanes at the intersections
SHOULDERS	2 gravel shoulder (left)	None (curbs and gutters)
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None- (Most of Road)	5 ft. pedestrian north side
BIKEWAYS	None	* 8 ft. pedestrian/bikeway south side
INTERCHANGES	n/a	n/a
OTHER:	Inadequate drainage	construct new storm drain

* See Attached Letter

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☒	☐	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☒	☐	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☐	☒
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☐	☒	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River	☐	☒	☐	Div. of State Lands	☐	☐	☒
Stream Culverts & fill	☒	☐	☐	Dept. of Geology & Min. Ind.	☐	☐	☒
Storm Sewer	☒	☐	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☒	☐	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☐	☒	Hydraulics Study	☐	☐	☒
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☒	☐	☐
Negative Declaration	☒	☐	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☐	☒	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☒	☐	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☒	☐	☐
Utilities	☒	☐	☐	Design Review	☒	☐	☐

Type Electrical & Telephone Lines

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

		FLOAT	ACTIVE
RECONNAISSANCE SURVEY		( )	n/a
DRAFT ENVIRONMENTAL IMPACT STATEMENT		( )	n/a
CORRIDOR APPROVAL		( )	n/a
FIELD SURVEY		(2)	4 mos.
PRELIMINARY DESIGN		(3)	5 mos.
DESIGN APPROVAL/FINAL EIS		( )	2 mos.
RIGHT-OF-WAY DESCRIPTIONS	internal float or overlap	( )	3 mos.
RIGHT-OF-WAY ACQUISITION		( )	6 mos.
P.S. & E. DOCUMENTS		( )	3 mos.

RECOMMENDED CONSTRUCTION DATE March 1983

______________ (Region)

[redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
SEE ATTACHED SHEET		

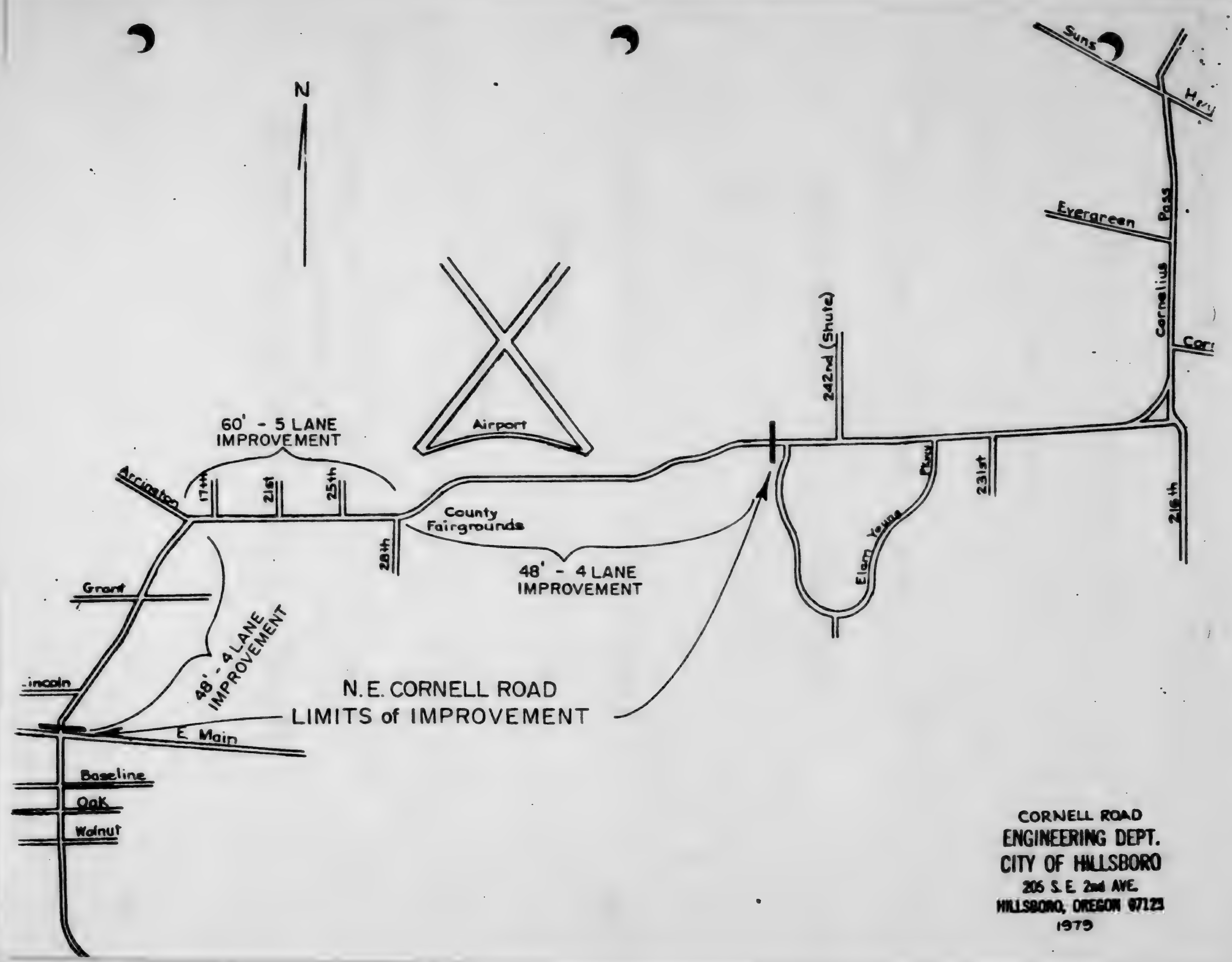
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	27,000	180,000
RIGHT OF WAY	40,500	270,000
TRAFFIC CONTROL	15,000	100,000
ILLUMINATION	(local supplied)	
STRUCTURES		
RAILROAD	232,500	1,550,000
ROADWAY		
OTHER ______		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	315,000	2,100,000

SUBMITTED BY Bruce A. Warner,
City Engineer


N
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Cornelius
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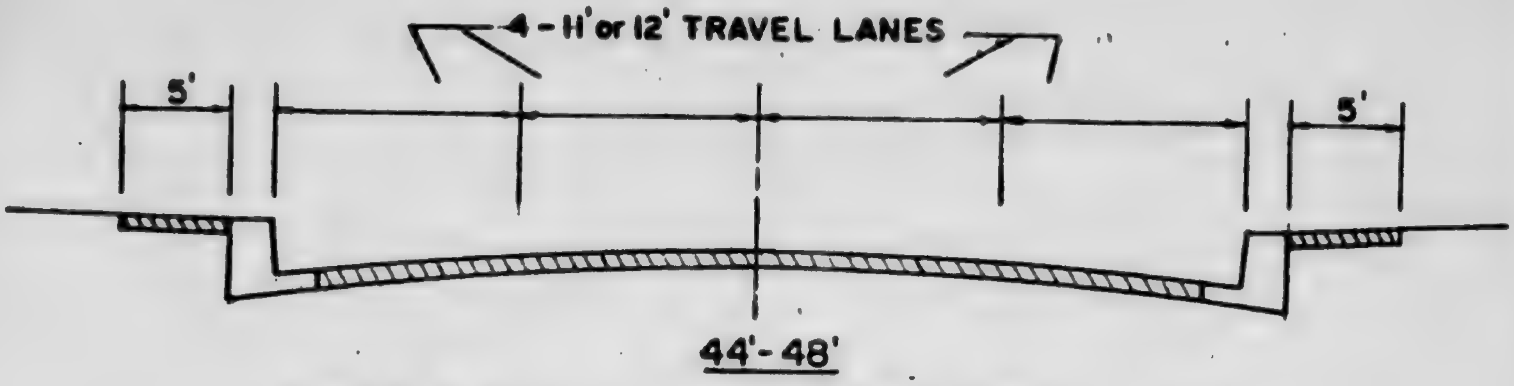
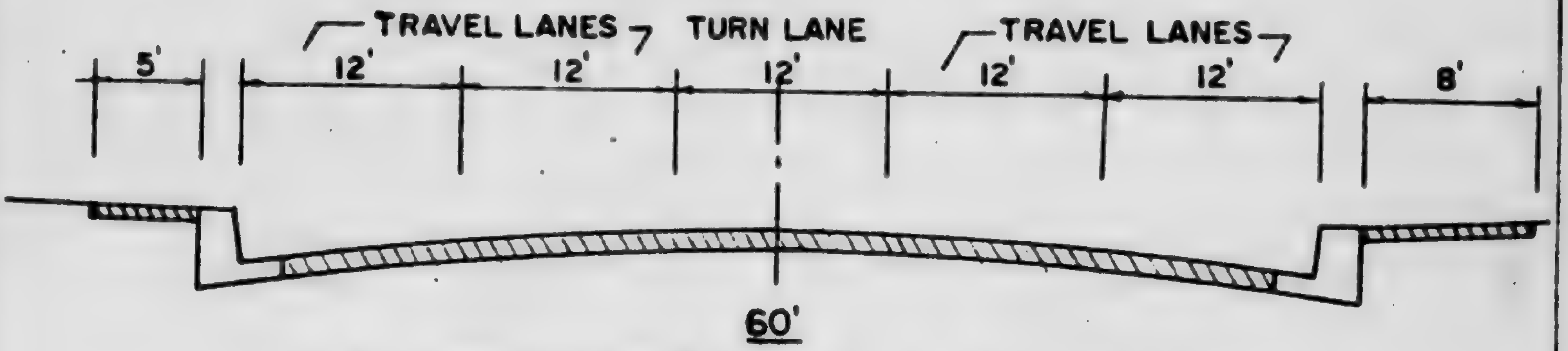
231st
Pkwy
Elam Young
242nd (Shute)
Airport
60' - 5 LANE
IMPROVEMENT
Arrington
17th
21st
25th
28th
County
Fairgrounds
48' - 4 LANE
IMPROVEMENT
Grant
48' - 4 LANE
IMPROVEMENT
Lincoln
N.E. CORNELL ROAD
LIMITS of IMPROVEMENT
E. Main
Baseline
Oak
Walnut

CORNELL ROAD
ENGINEERING DEPT.
CITY OF HILLSBORO
205 S.E. 2nd AVE.
HILLSBORO, OREGON 97123
1979

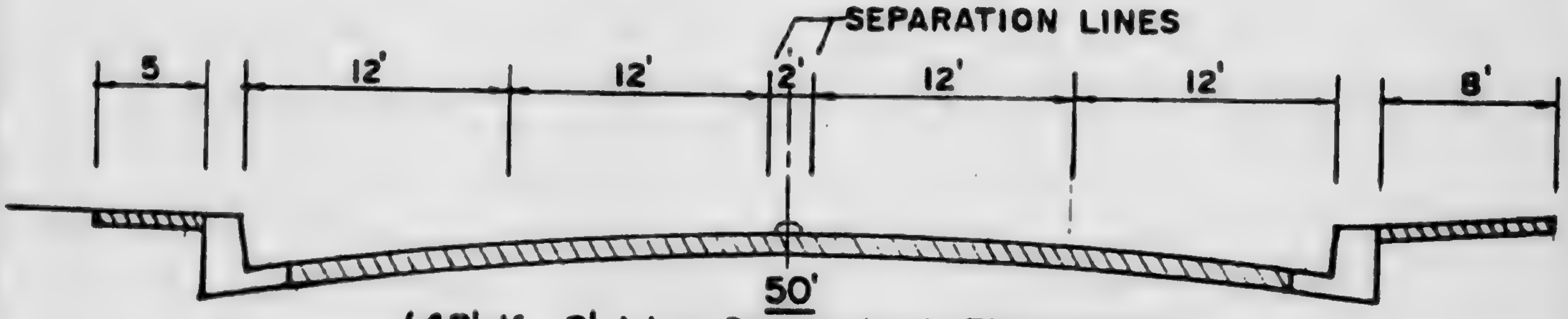
N.E. CORNELL ROAD


4 - 11' or 12' TRAVEL LANES
5'
5'
44'-48'

EAST MAIN to N.E. ARRINGTON AVE.


TRAVEL LANES
TURN LANE
TRAVEL LANES
5'
12'
12'
12'
12'
12'
8'
60'

N.E. ARRINGTON to N.E. 28th AVE.


SEPARATION LINES
5
12'
12'
2'
12'
12'
8'
50'

(48' If 2' Line Separation Is Eliminated)

N.E. 28th AVE. to N.E. ELAM YOUNG PARKWAY

CITY OF HILLSBORO
OREGON

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: FILES

DATE: October 21, 1980

Donald E Shaffer

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: East Main Street-East City Limits
Section of Cornell Road-Hillsboro

Sidewalks are no longer considered a responsive design for bicycle use. Please consider shoulders at least four feet and perferably six feet in width for bicycle use. If pedestrian traffic is a viable factor, five-foot sidewalks should also be provided.

The shoulders not only provide for the free movement of bicycles with minimal conflict with motorized vehicles and pedestrians but add~~s~~ an extra margin of safety to the motoring public and provide~~s~~ for emergency parking.

DES:ge

cc D. E. Swan
Region Federal Aid Engineers

Contains

9846

+

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE
Salem, Oregon 97310
Phone: 378-3732
Toll Free Number: 1-800-452-7813

NOTICE OF CONTINUING INTEREST

APPLICANT: Dept of Transportation

PROJECT TITLE: East Main St - East City Limits WASH.

PNRS NUMBER: 8011 2 240

DATE: 12/8/80

RECEIVED
STATE HWY ENGR
DEC 9 -'80
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

☒ XX Please submit additional information to the State Clearinghouse as requested by Fish and Wildlife (Details attached)

☐ Please confer with ______ Potential conflicts with this agency's programs have been identified. If a resolution is not achieved, the Clearinghouse will arrange a formal conference. (Details attached)

☐ The Clearinghouse wishes to arrange a formal conference to explore issues raised. You will be contacted to arrange details.

NOTE: The Clearinghouse will sign off as soon as questions have been answered and/or conflicts resolved.

If no resolution is reached, the Clearinghouse requires submission of the final proposal for review and comment a minimum of 30 days prior to submission to the funding agency. Final comments must accompany the application to the funding agency.

Attachment:

cc: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford

Reg.(M) Engr.: R.N. Bothman
(1) Engr.: E.L. Hardt
Dist. Engr.(2): W.W. Geibel

BEN GIFFORD
11-4-80
TDA

PNRS #4
Revised 2/79

Cont. [illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

[illegible]
DEC 3 1980

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 8011 2 240 Due Date: NOV 28 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

(X) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency Fish & Wildlife

By James A. Newton
Environmental Mgmt Section 12-1-80

PNRS 8011-2-240

The Oregon Department of Fish and Wildlife has no objection to the Cornell Road Project in Washington County. However, we request that Jay Massey, district fish biologist, have the opportunity to review and comment on the detailed plans associated with the Dawson Creek crossing modification. Mr. Massey can be contacted at 17330 S.E. Evelyn Street, Clackamas, Oregon 97015, telephone number 657-2041.

cc: Jay Massey

9846 11-18-80 +

TO: G.L. Green
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
Street, E. Main St., NE 2.5 mi. (Hillsboro) "E Main St.-ECL (Hillsboro) Sec."	823	10066	IX-9022(6)	9022	Street

Access Control None Parking Restrictions Partial System Revision None

Airports (within 2 Mi.) Hillsboro Airport ROW 60' min.

Water Development None Recreation & Historical Areas None

Washington 067 (I-80N Transfer)

A-95 Review:

PNRS #8011-2-240

State Cl. Ho. .... Exempt___ Date Approved___

Dist. 2 Cl. Ho. ..... Exempt___ ~~Date~~ XXXX Approved for in MSD TIP No Reply___

Project Environmental Assessment: FHWA Concurrence Dated 9/17/80

Major/Significant___(EIS) Major/Non-significant___(Neg.) Non-major___(None)

1-EIS___ 2-Draft Assessment & FONSI X 3-Categorical Exclusion___

Notes: (1) Project in Congressional District 1.

(2) Included in MSD FY '81 AE/TIP on page 138, No. 112.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases *
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

*In accordance with Oregon Action Plan, Federal Regulations & Statutes.

Est. Proj. Cost:

TEC NTE	$ 180,000
FF	$ 153,000
STATE	$ ---
City	$ 27,000

For PR-37:

Field Phase	$ 135,000
PS&E Phase	$ 45,000

85%

REMARKS:
1) Attached is a copy of "Authority for Survey" and project maps.
2) Request based on November 5, letter to you from Mr. F.B. Klaboe, Director of Department of Transportation.

JLG:bke

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
11-18-80	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

cc: GEN FILES

9946

+

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

November 4, 1980

TO Executive Department
Federal Aid Coordination Unit

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: East Main St.-East City Limits
Highway: Cornell Road Hillsboro
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 10, 1980.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg(3)
Gary Potter
W. J. Hart
Reg. 1 Engr: E.L. Hardt
Dis. 2 Engr: W.W. Geibel
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
NOV 5 - '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 East Main St.-East City Limits			
11	12] PROJECT LOCATION—CITY Cornell Road Hillsboro	PROJECT LOCATION—COUNTY Washington	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The existing two lane facility (18'-22' wide) cannot serve the forecast

06 12] traffic demand of 30,000 vehicle per day, (year 2000); existing volumes are [71

07 12] about 15,000 VPD. The proposed project includes four travel lanes, turning [71

08 12] lanes at intersections and adjacent to existing commercial areas, a bikepath [71

09 12] on the south side and a sidewalk on the north side. The project will join [71

10 12] with four lane sections at each terminus. [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	1,785,000	------	-------	315,000	--------	$2,100,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☐ 29 No ☒ 30 Date: TIP

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 December	43] DAY [44 10	45] YEAR [46 1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: November 4, 1980

VI. If project includes state funds (12C), identify agency ---------

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project of Environmental Assessment and Finding of No Significant Impact according to the new environmental quality guidelines.

IX 9022(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date August 18, 1980

Section East Main St.-East City Limits

City Hillsboro Hwy. No. ____

Highway Cornell Road

Begin M.P. ____ Length 12,550'

County Washington

Program Estimate $2.1 million

Region I/Metro

Funding Source ____

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The project's purpose is to provide the added traffic capacity needed to safely and effeciently serve existing and forecast traffic volumes. The need stems from rapid increases in traffic generated by areawide population and employment growth. The existing two lane facility (18'-22' wide) cannot serve the forecast traffic demand of 30,000 vehicle per day, (year 2000); existing volumes are about 15,000 VPD. The proposed project includes four travel lanes, turning lanes at intersections and adjacent to existing commercial areas, a bikepath on the south side and a sidewalk on the north side. The project will join with four lane sections at each terminus.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
X 2	Environmental Assessment and Finding of No Significant Impact
____ 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding

☐ Cultural Resource Survey

☐ Section 106 Procedures

☒ Noise Study Report

☒ Indirect Source Construction Permit

☐ Section 4(f) Determination

Basis for Recommended Category: Route will generally follow existing roadway alignment. There will be no significant right-of-way acquisition or displacement in existing residential areas. Right-of-way needs in areas now under control of the Port of Portland and Washington County will have minimal impact. Planned changes of land use (rural to urban) and the existing availability of employment, transportation corridors and urban services are exerting major impacts in the area. While this project would help implement parts of the plan to urbanize the area, it would not be a direct cause of the major impacts which the area is already receiving fror planned growth.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	4 (plus turn lanes)
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	Gravel	No (curbs)
Average Daily Traffic (Volume/Year)	15,000 (1978)	30,000 (2000)
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted/Estimated)	35	35-45

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	6.17 or less
Estimated Number of Parcels	20
Residential Relocation (No.)	None
Business Relocation (No.)	None

Little or no right-of-way acquisition will be necessary in the existing residential area; minimal acquisition necessary in existing commercial area; major right-of-way acquisition will occur in airport clear zone area, but this will be compatible with the existing airport use. No residential or commercial parking areas will be eliminated.

2. Estimated Impact on Land Use: The proposed project is consistent with the adopted Comprehensive Plan for the area. The area, presently single-family residential, is zoned for multifamily units. The majority of the remainder is commercial and will remain such. There is a minimal amount of industrial area which could develop. The project may help accelerate conversion of the existing single-family residential area to the permitted multiple-family uses. As the area near the project becomes saturated with planned development, areas closer to Sunset Highway are likely to develop and require further improvements on Cornelius Pass Road.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety: Existing high traffic volumes are expected to grow substantially in the future with or without improvement (see attached traffic maps). Traffic flow or patterns will not be altered significantly, but safety of traffic flow will be greatly increased. The project will increase the status of Cornell Road as an arterial connection to Sunset Highway via Cornelius Pass Road. Traffic on Cornelius Pass Road to Sunset Highway is projected to increase in direct proportion to increases on the proposed project section. It is likely that the highway will require increased capacity all the way to Sunset Highway as development progresses.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Minimal impact on stream bed (Dawson Creek) by extension of culvert and fill section on existing roadway approximately 20 feet. The creek area to be affected by the project was recently disturbed by the placement of sewer lines. Consequently, no significant wetland habitat now exists there. No rare or endangered species or critical habitats are known to exist in the project area.

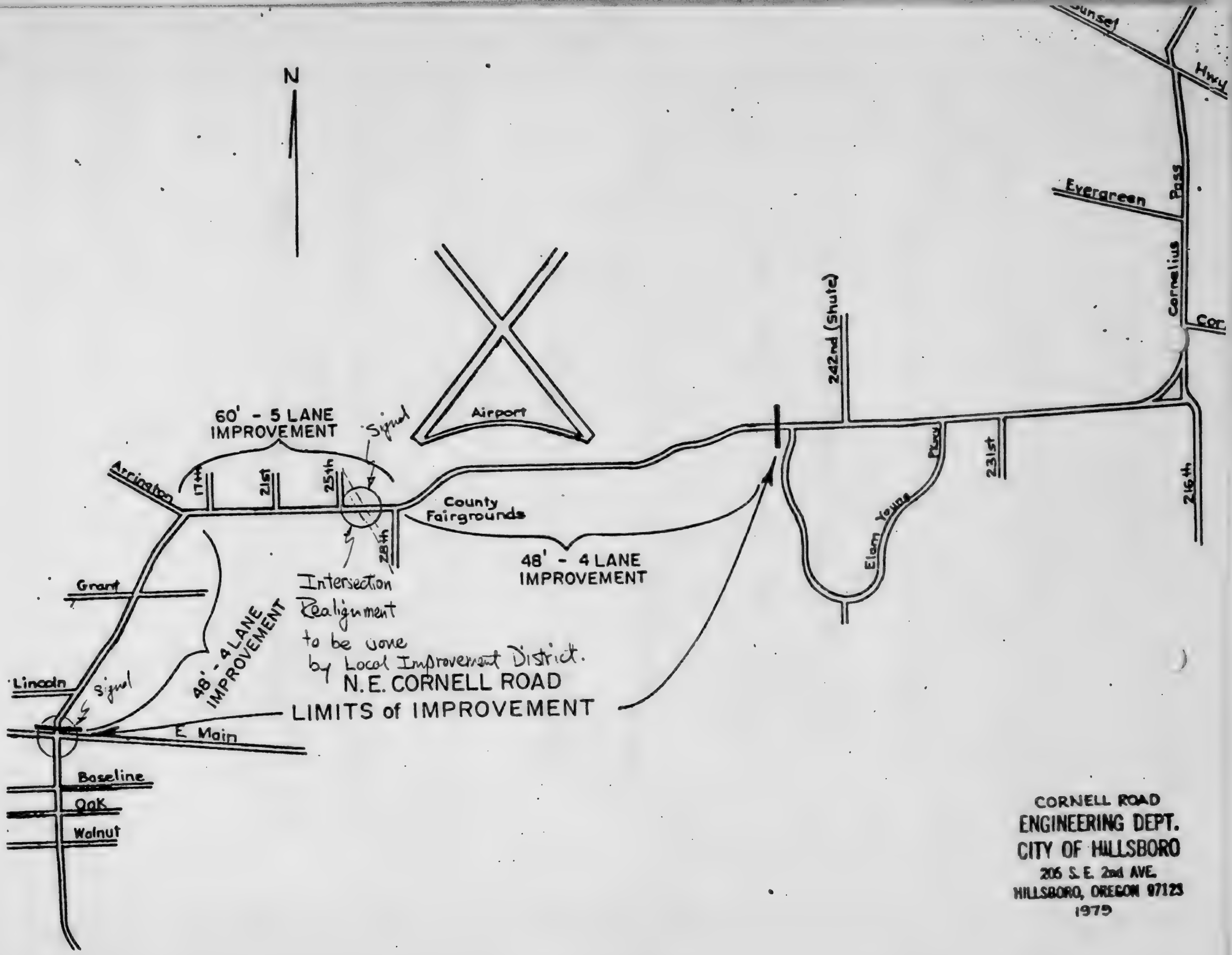
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

A cultural resource survey may be required.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

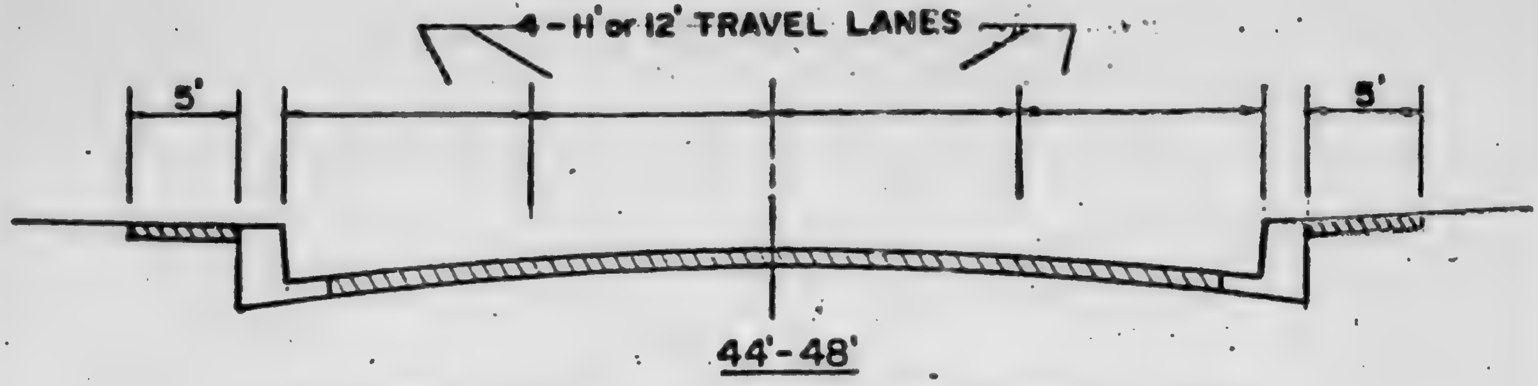
Noise and traffic impacts on existing single-family residences along portions of roadway improvement from E. Main to NE Arrington.

Name of Preparer and Phone Number: Reviewed and revised by Craig Markham (ODOT) 238-7438
Prepared by Bruce A. Warner, City Engineer 648-0820.

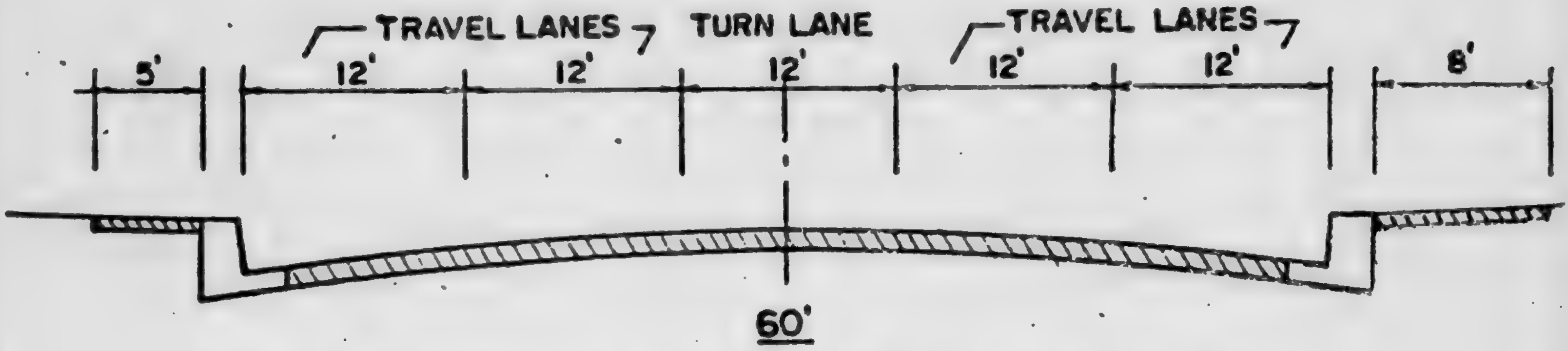

N
Sunset
Hwy
Evergreen
Pass
Cornelius
Cor
216th
231st
Pkwy
Elam Young
242nd (Shute)
Airport
60' - 5 LANE IMPROVEMENT
Signal
Arrington
17th
21st
25th
28th
County Fairgrounds
48' - 4 LANE IMPROVEMENT
Grant
Intersection Realignment to be done by Local Improvement District.
48' - 4LANE IMPROVEMENT
Lincoln
Signal
N.E. CORNELL ROAD
LIMITS of IMPROVEMENT
E. Main
Baseline
Oak
Walnut

CORNELL ROAD
ENGINEERING DEPT.
CITY OF HILLSBORO
205 S.E. 2nd AVE.
HILLSBORO, OREGON 97123
1979

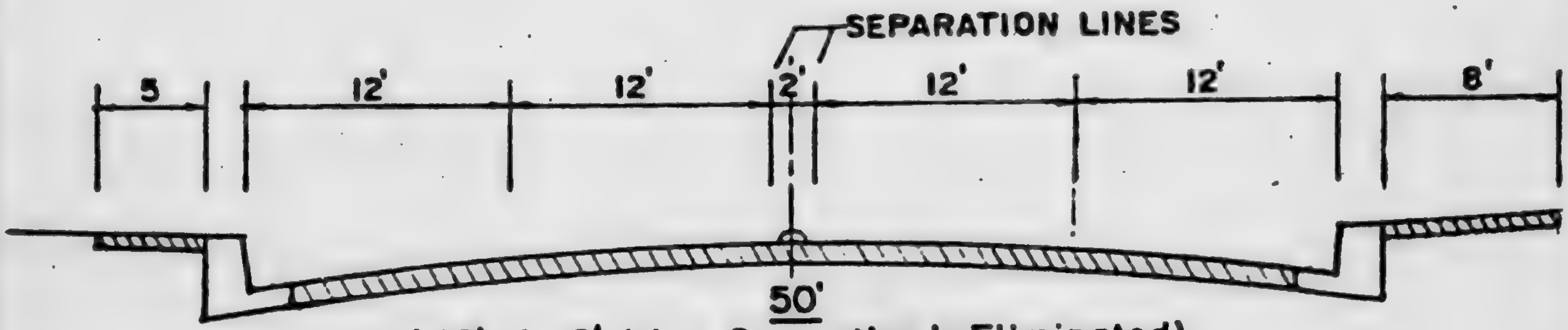
N.E. CORNELL ROAD


4-11' or 12' TRAVEL LANES
5'
5'
44'-48'

EAST MAIN to N.E. ARRINGTON AVE.


TRAVEL LANES
TURN LANE
TRAVEL LANES
5'
12'
12'
12'
12'
12'
8'
60'

N.E. ARRINGTON to N.E. 28th AVE.


SEPARATION LINES
5
12'
12'
2'
12'
12'
8'
50'

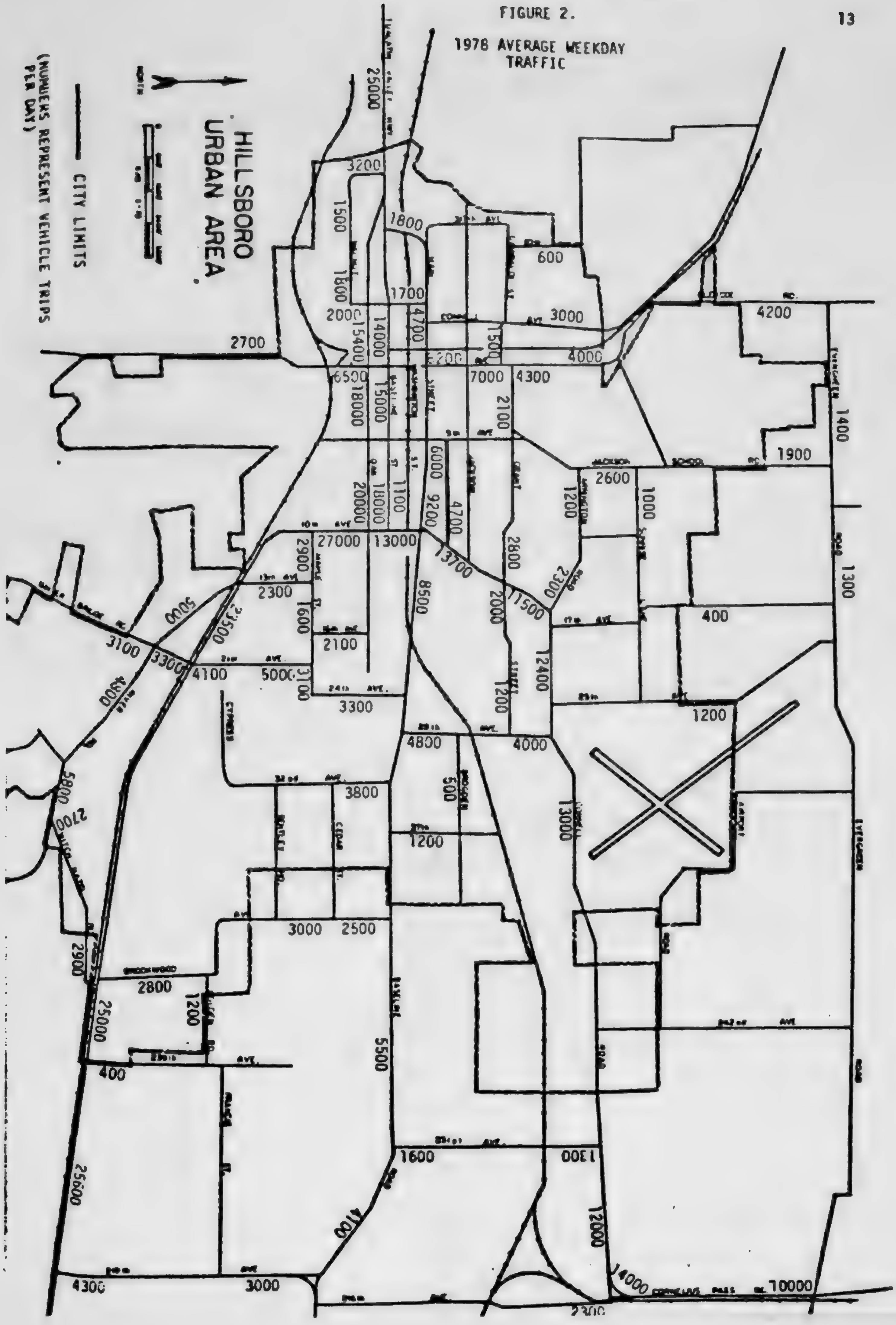
(48' If 2' Line Separation Is Eliminated)

N.E. 28th AVE. to N.E. ELAM YOUNG PARKWAY

CITY OF HILLSBORO
OREGON

FIGURE 2.

1978 AVERAGE WEEKDAY TRAFFIC


HILLSBORO URBAN AREA
NORTH
CITY LIMITS
(NUMBERS REPRESENT VEHICLE TRIPS PER DAY)
25000
3200
1500
1800
1800
600
1700
2000
4700
3000
15400
14000
1500
4200
2700
2200
4000
6500
7000
4300
18000
15000
2100
1400
1900
6000
2600
20000
18000
1100
9200
4700
1200
1000
2900
27000
13000
13700
2800
2300
1300
2300
8500
2000
11500
5000
23500
1600
400
2100
3100
3300
4100
5000
3100
12400
1200
3300
1200
4800
4000
500
3800
13000
5800
2700
1200
3000
2500
2900
2800
1200
25000
5500
400
1600
1300
25600
4100
12000
4300
3000
14000
CORNELIUS PASS RD.
10000
2300

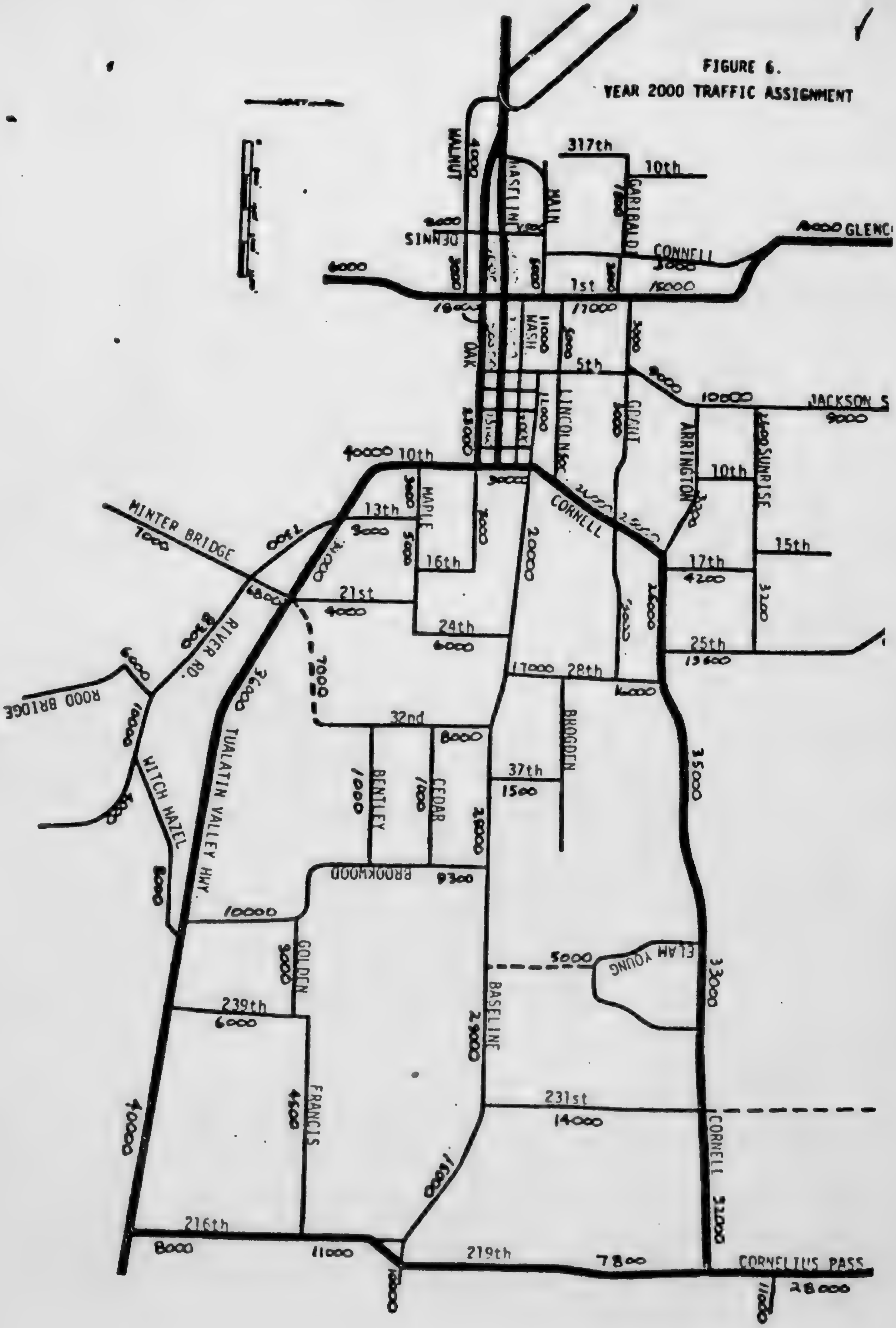
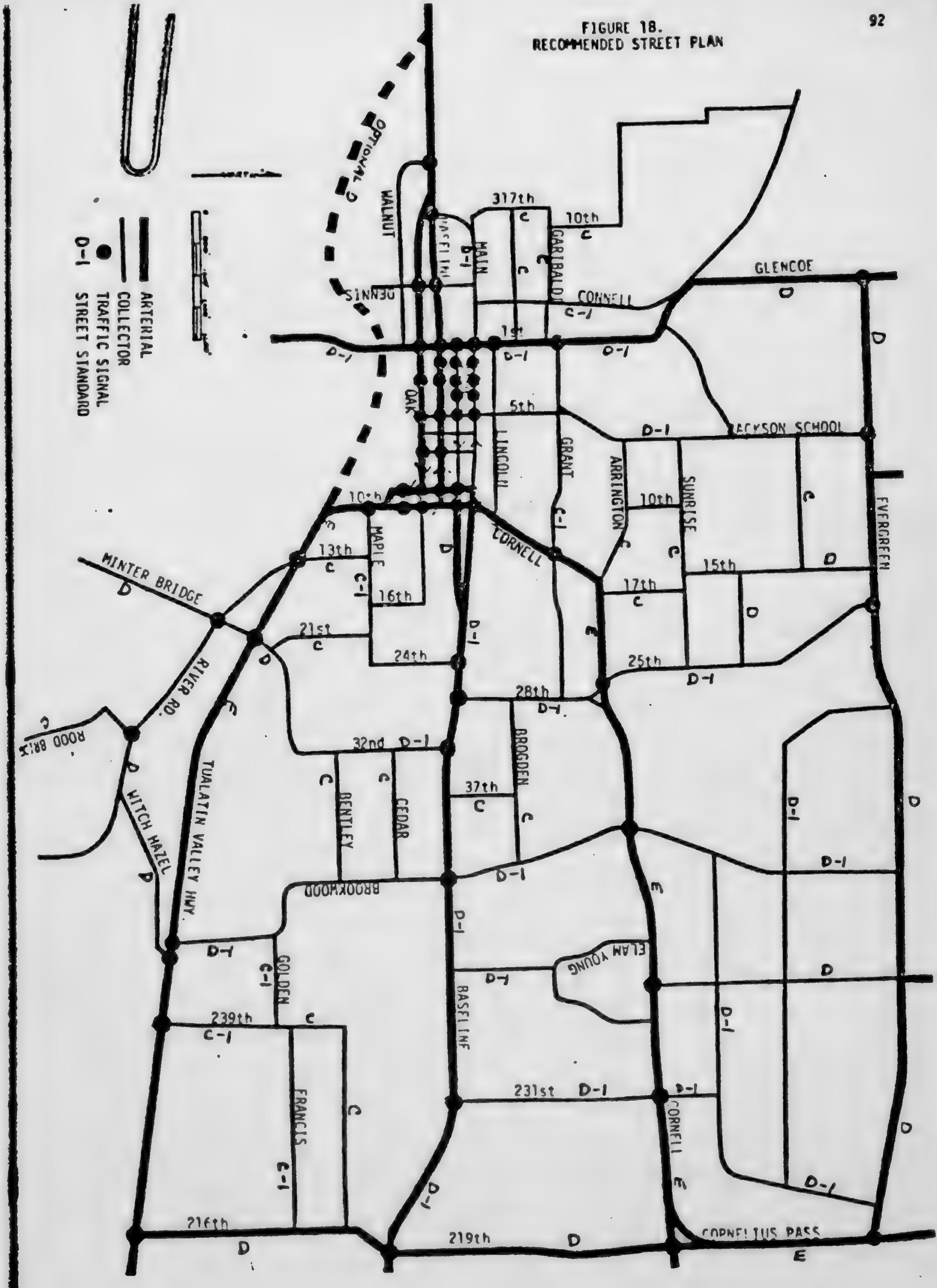


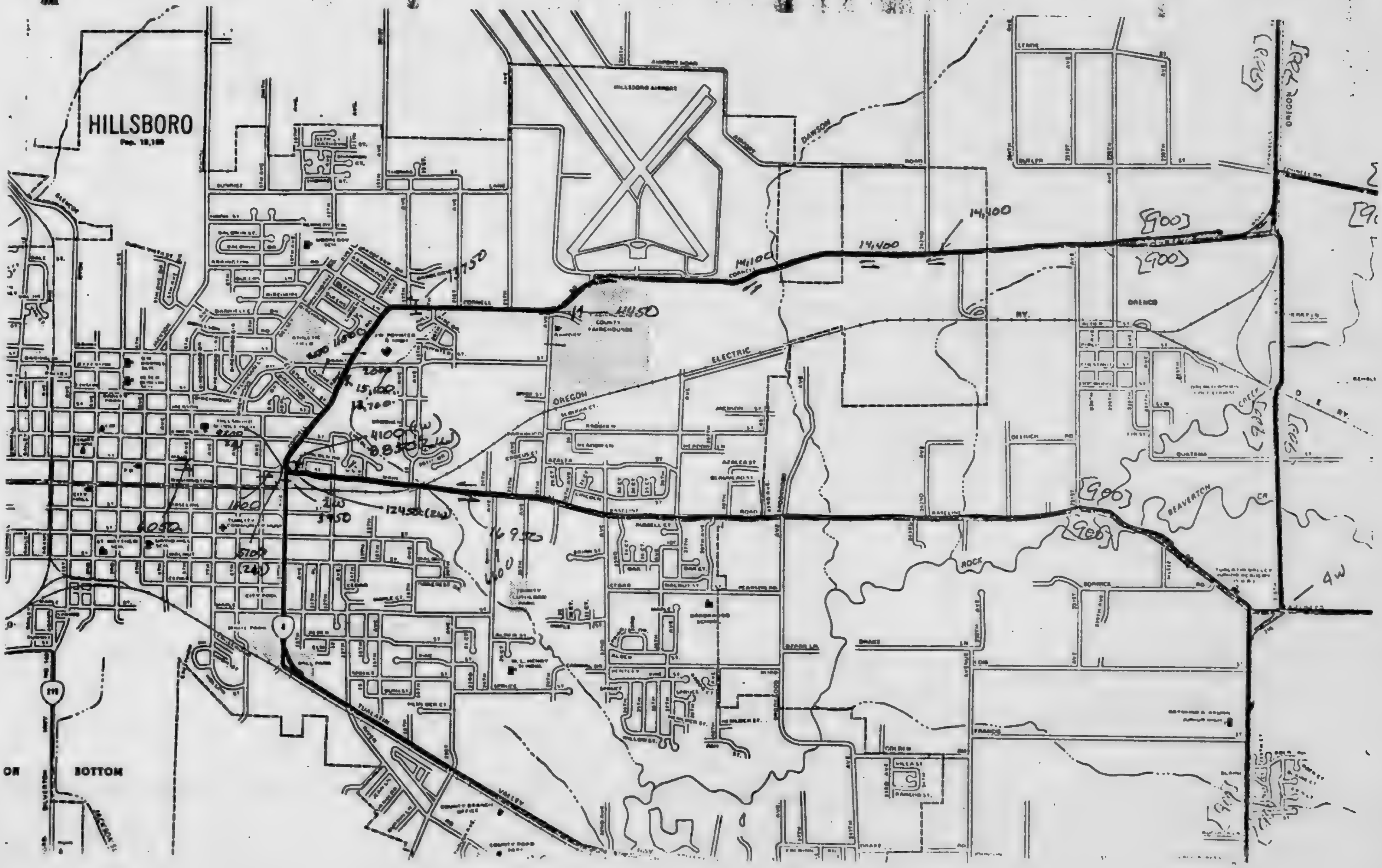
FIGURE 6.

YEAR 2000 TRAFFIC ASSIGNMENT

WALNUT
4000
BASELINE
MAIN
317th
10th
GARIBALDI
7800
DENNIS
8000
CONNELL
3000
GLENC
6000
1st
15000
17000
11000
WASH.
5000
3000
OAK
5th
9000
10000
JACKSON S
9000
LINCOLN
11000
GRANT
3000
23000
ARRINGTON
SUNRISE
10th
40000
MAPLE
13th
3000
5000
16th
7000
20000
CORNELL
15th
17th
4200
3200
MINTER BRIDGE
7000
7300
21st
4000
24th
6000
25th
13600
RIVER RD.
8300
6000
ROOD BRIDGE
36000
7000
28th
17000
6000
32nd
8000
BRUGGEN
35000
10000
37th
1500
WITCH HAZEL
TUALATIN VALLEY HWY.
BENTLEY
1000
CEDAR
1000
28000
8000
BROOKWOOD
9300
10000
GOLDEN
3000
5000
ELAM YOUNG
33000
239th
6000
BASELINE
29000
FRANCIS
4500
231st
14000
40000
CORNELL
32000
16000
216th
8000
11000
219th
7800
CORNELIUS PASS
28000
11000

FIGURE 18.
RECOMMENDED STREET PLAN


ARTERIAL
COLLECTOR
TRAFFIC SIGNAL
D-1 STREET STANDARD
OPTIONAL D
WALNUT
BASELINE
MAIN
GARIBALDI
317th
10th
GLENCOE
DENNIS
CONNELL
1st
5th
OAK
LINCOLN
GRANT
ARRINGTON
SUNRISE
JACKSON SCHOOL
EVERGREEN
10th
CORNELL
MAPLE
13th
16th
17th
15th
MINTER BRIDGE
RIVER RD.
21st
24th
25th
28th
32nd
ROOD BRI.
BROGDEN
37th
BENTLEY
CEDAR
TUALATIN VALLEY HWY.
WITCH HAZEL
BROOKWOOD
ELAM YOUNG
GOLDEN
239th
BASELINE
231st
CORNELL
FRANCIS
216th
219th
CORNELIUS PASS
D
D-1
C
C-1
E


HILLSBORO
Pop. 15,1[illegible]
HILLSBORO AIRPORT
COUNTY FAIRGROUNDS
OREGON
ELECTRIC
RY.
ORENCO
DAWSON
BEAVERTON
CR
ROCK
VALLEY
BOTTOM
ON
BASELINE
CORNELL
14,100
14,400
14,100
14450
13750
[900]
[900]
[900]
[900]
[900]
[900]
1100
2000
15,100
12,700
4100 (2w)
8850 (2w)
9200 (2w)
1100
2w
3450
12450 (2w)
6050
5100 (2w)
16950
1600
4w

1946 Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Project Category Request
Oregon Project IX-9022(-)
East Main Street-East City Limits
Cornell Rd., Washington Co. (ENV 3 dtd 8-28-80)

Date: September 17, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.2-OR

NOTED
E. S. HUNTER

To: Mr. G. A. Potter, Manager, Environmental Section, ODOT

The subject project category request has been reviewed and we concur in the classification as a Category 2 project. However, we recommend the proposed terminus be re-evaluated. This is a major route between the City of Hillsboro and the Sunset Hwy. While there is a short one-half mile section of new four-lane roadway on the east end of the project, a logical terminus (from a traffic standpoint) would be the Sunset Hwy. on the east end and Baseline Road (Tualatin Valley Hwy.) on the west end.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer
G. L. Green

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg I/Metro)

RECEIVED
TECHNICAL SERVICES
SEP 1[illegible] '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1516

City Of Hillsboro

205 S.E. Second Ave. □ 648-0821 □ Hillsboro, Oregon 97123

May 20, 1980

Oregon Department of Transportation
Highway Division
5821 N.E. Glisan
Portland, Oregon 97213

Attn: Mr. Max Klotz, Technical Service Engineer

Re: Cornell Road Improvement Project

Dear Max,

Attached for processing are the forms which were sent to us for completion to initiate funding on the above mentioned project. I have completed the forms to the best of my knowledge and will gladly supply any addition information as necessary.

It is my understanding that no additional Metro approvals are necessary on this project and we would like to get started as soon as possible. If there is any way to expedite the start of funding, it would be greatly appreciated since we could expend about $70,000 this fiscal year on preliminary engineering.

I will look forward to working with you and the staff at ODOT on this project. If you have any questions, please contact me.

Sincerely,

Bruce A. Warner

Bruce A. Warner, P.E.
City Engineer

BAW/jh
enclosure
cc: D. Lawrence - Hillsboro Planning Department
B. Pettis - Metropolitan Service District
file

TECHNICAL
SERVICES UNIT
MAY 27 1980

80-38

City Of Hillsboro

205 S.E. Second Ave. □ 648-0821 □ Hillsboro, Oregon 97123

June 10, 1980

Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

Attn: Mr. Earl Mershon, Staff Assistant

Re: Supplemental Data on Signalization associated with Cornell Road Improvement Project.

Dear Earl,

I have briefly evaluated the warrants for the two signals which were included into the Cornell Road Improvement Project. From an analysis of our existing traffic volumes, accident records and transportation planning, it can be concluded that both signals at Cornell Road and East Main and at 28th, 25th and Cornell Road exceed warrants as outlined below.

A) Warrant 1. Minimum Vehicular Volume. Attached is a tabulation of average weekday traffic volumes which is taken from our November, 1978 traffic counts. This table shows that these intersections now and will continue to exceed the minimum volumes which warrant signalization of the intersections.

B) Warrant 6. Accident Experience. Accident Records for 1978 show that there were 18 accidents at N.E. 28th, N.E. 25th and Cornell Road and that there were 8 accidents at 9th, 10th, Main and Cornell Road intersections. I could not lay my hands on the 1979 Oregon Summery, but the Police Department assures me that 1979 accidents exceed 1978 accidents at most locations throughout the City.

C) Warrant 7. Systems Warrant. Since Cornell Road is: a principal arterial route within the City's street system; connects areas of principal traffic generation; and is identified as such in our adopted City Transportation Plan; there is no doubt that the two proposed signals meet this warrant.

I think by the above mentioned statistics and planning, it is obvious that the signals on Cornell Road at E. Main and 28th, 25th are very much necessary and meet at least three of the warrants as outlined in the "Manual on Uniform Traffic Control Devices".

If you need any additional information or more detailed analysis for 1980 conditions, please contact me.

Sincerely,

Bruce A Warner

Bruce A. Warner, P.E.
City Engineer

BAW/jh
enclosure
cc: D. Lawrence
file

	MAJOR STREET	MINOR STREET	MINIMUM VPH ON MAJOR STREET (9-5 weekdays)	MINIMUM VPH ON MINOR STREET (One way 9-5) (weekdays)
1)	Cornell Road (1 lane each way - existing) (2 lanes each way - future)	E. Main (1 lane each way) (existing & future)	750 VPH	360 VPH
2)	Cornell Road	N.E. 28th Avenue (1 lane each way)	700 VPH	220 VPH

November, 1978 Traffic Counts

(year 2000 volumes anticipated to approximately double)

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FIGURE 2.

1978 AVERAGE WEEKDAY TRAFFIC

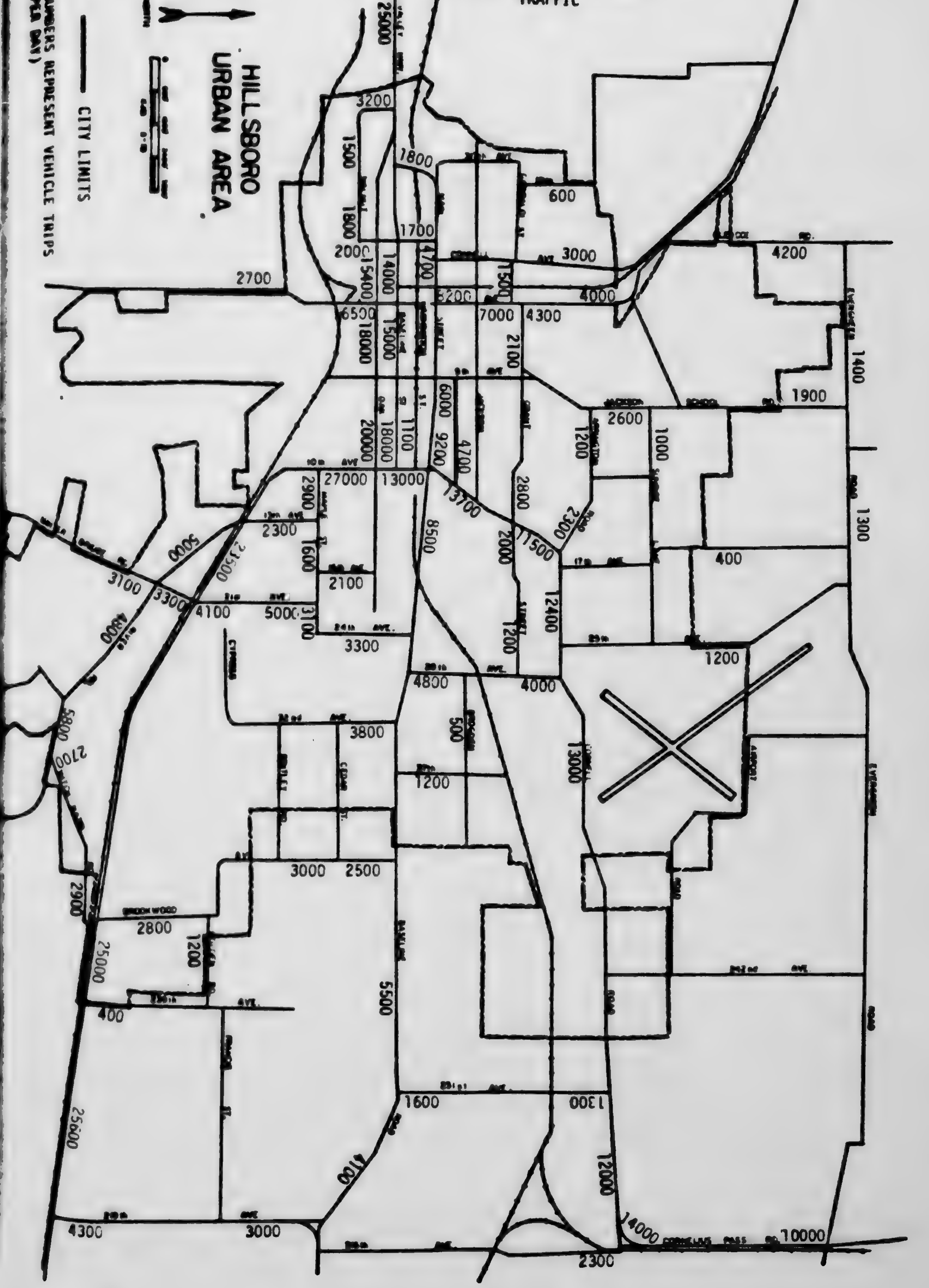

HILLSBORO URBAN AREA
CITY LIMITS
(NUMBERS REPRESENT VEHICLE TRIPS PER DAY)
CORNELIUS PASS RD.
BASELINE
JACKSON SCHOOL RD.
BROOKWOOD
AIRPORT
EVERGREEN
10th AVE.
25000
3200
1500
1800
1700
2000
15400
14000
4700
8200
1500
600
3000
4000
4200
2700
6500
18000
15000
7000
4300
2100
1400
1900
2600
1000
1200
6000
9200
4700
20000
18000
1100
2800
2900
27000
13000
13700
2300
11500
8500
2000
12400
1300
400
5000
21500
2300
1600
2100
3100
3300
4100
5000
3100
3300
4800
1200
4000
1200
13000
4800
500
5800
2700
3800
1200
3000
2500
2900
2800
1200
25000
400
5500
1600
1300
12000
25600
4100
14000
10000
4300
3000
2300

FIGURE 6.
YEAR 2000 TRAFFIC ASSIGNMENT

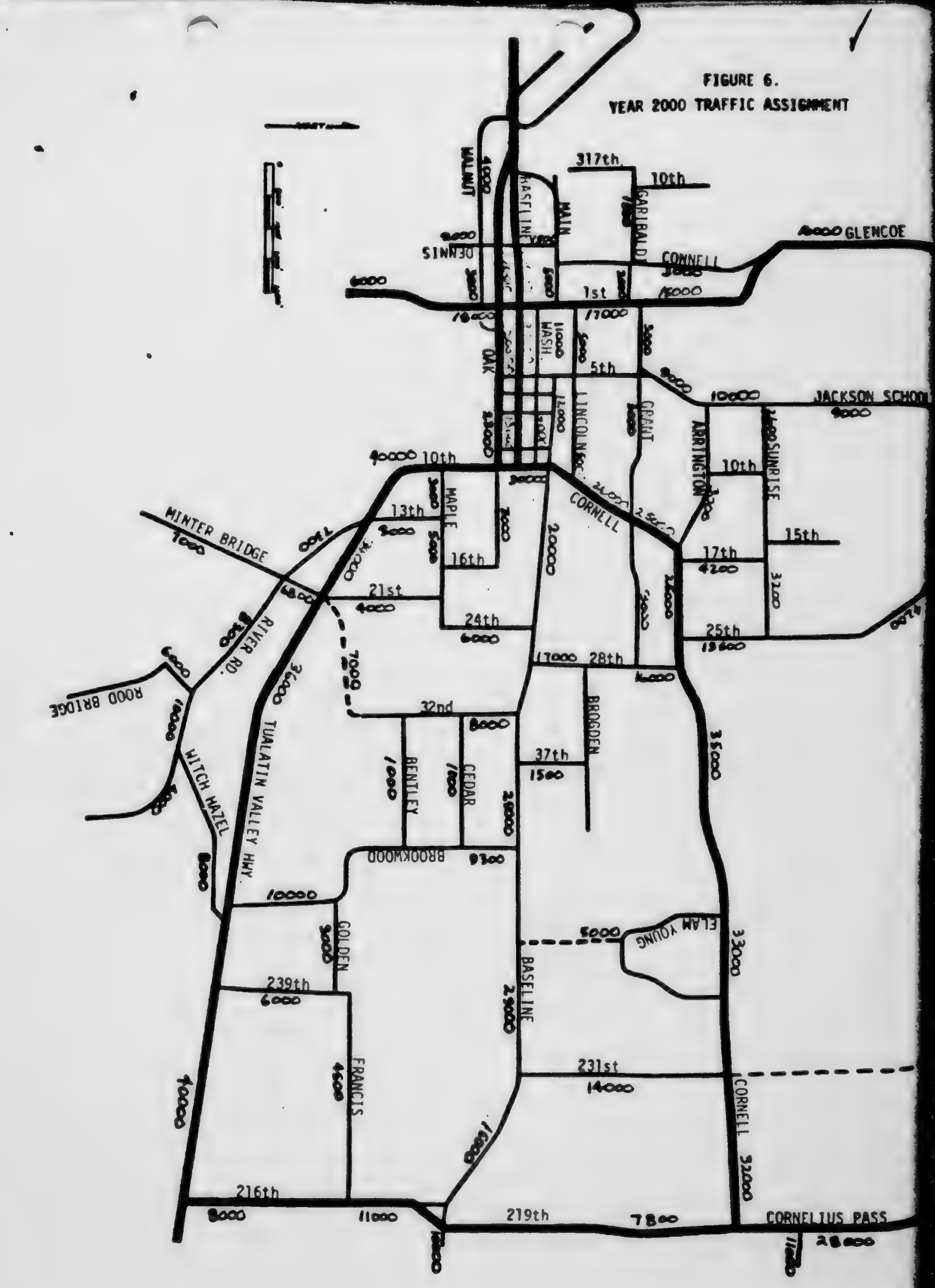
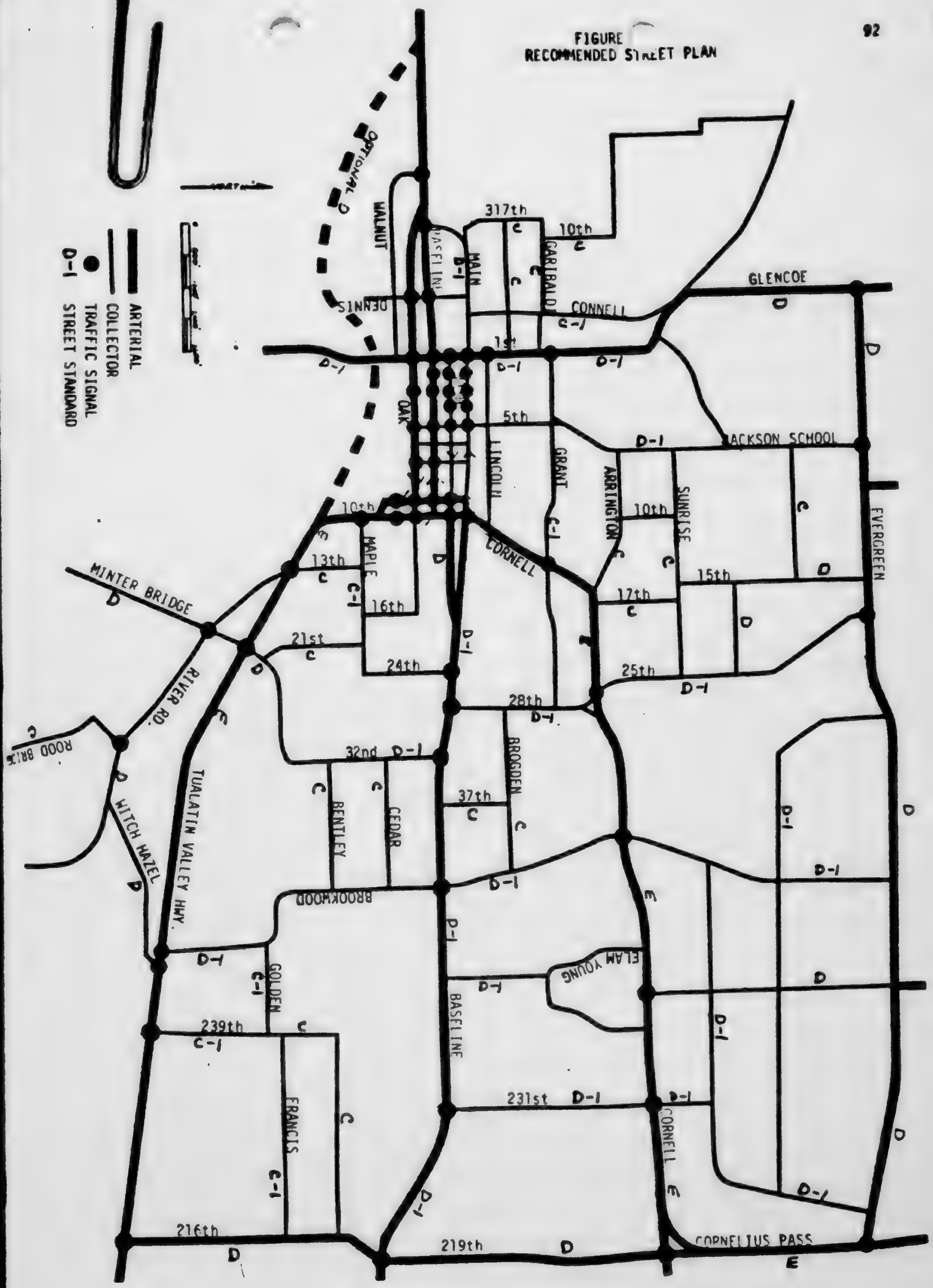
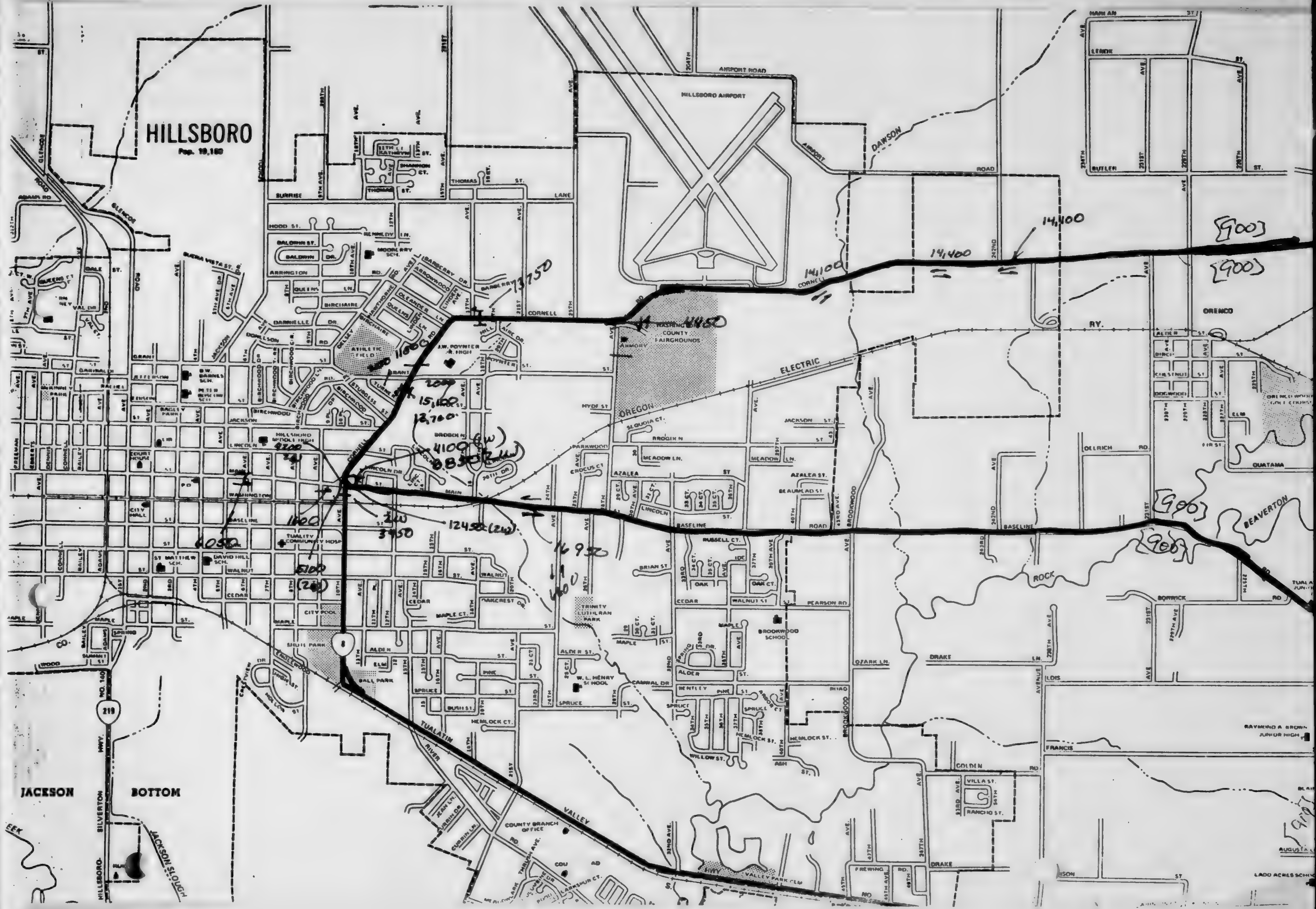
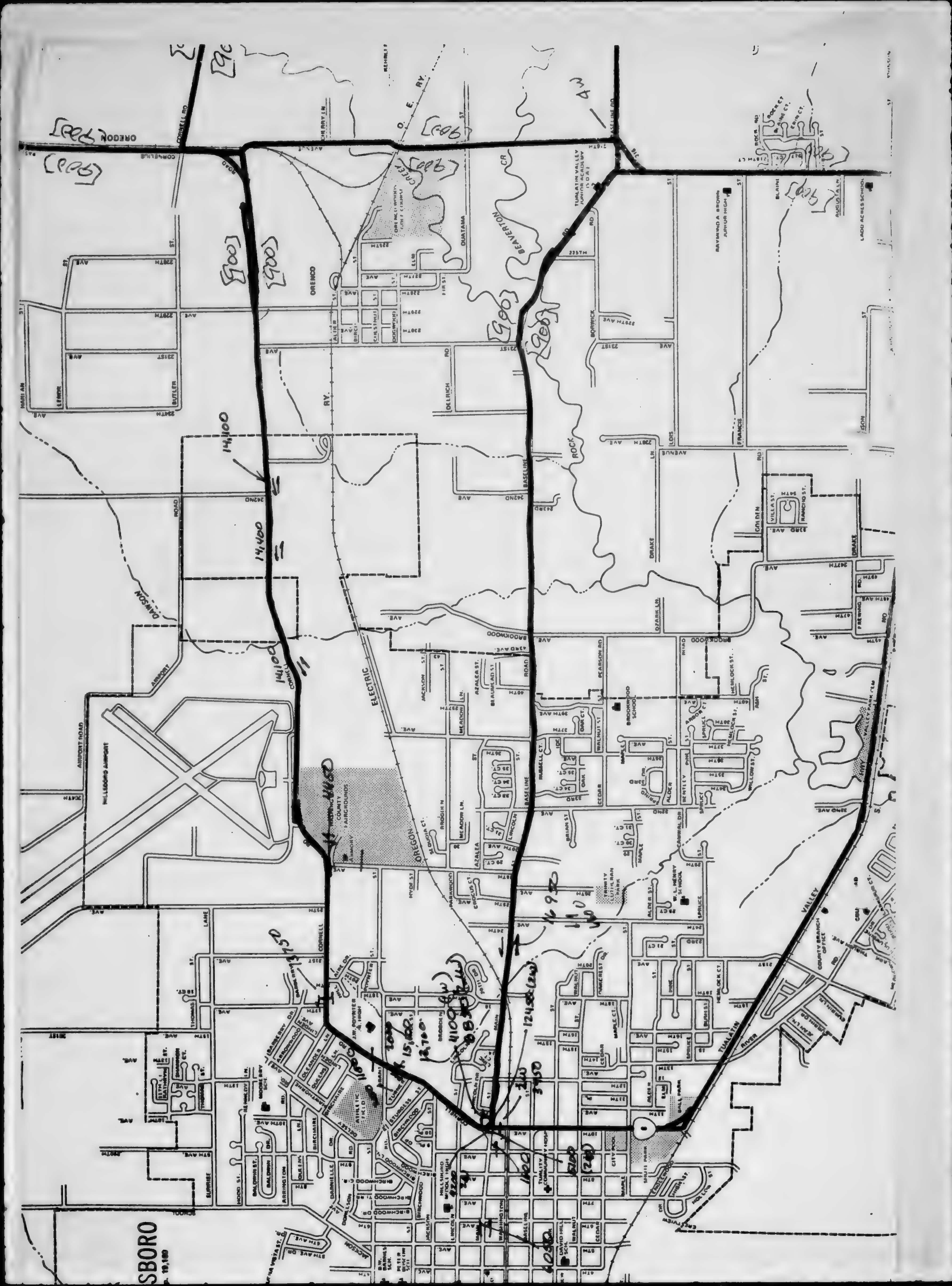

GLENCOE
CONNELL
1st
5th
JACKSON SCHOOL
10th
SUNRISE
ARRINGTON
GRANT
LINCOLN
WASH.
OAK
BASELINE
MAIN
GARIBALDI
317th
DENNIS
WALNUT
CORNELL
15th
17th
25th
28th
BROGDEN
37th
32nd
MAPLE
13th
16th
21st
24th
MINTER BRIDGE
RIVER RD.
ROOD BRIDGE
WITCH HAZEL
TUALATIN VALLEY HWY.
BENTLEY
CEDAR
BROOKWOOD
GOLDEN
239th
ELAM YOUNG
BASELINE
231st
FRANCIS
216th
219th
CORNELIUS PASS
CORNELL
4000
17000
11000
3000
5000
6000
10000
9000
10000
40000
23000
20000
7000
2500
35000
13600
4200
3200
17000
1500
8000
2800
1000
1800
7000
36000
4800
4000
7400
7000
8300
10000
6000
3000
5000
29000
33000
14000
4600
40000
8000
11000
7800
28000
32000
12000

FIGURE
RECOMMENDED STREET PLAN


ARTERIAL
COLLECTOR
TRAFFIC SIGNAL
D-1 STREET STANDARD
OPTIONAL D
WALNUT
BASELINE
MAIN
B-1
317th
10th
GARIBALDI
GLENCOE
DENNIS
CONNELL
C-1
1st
D-1
OAK
5th
LINCOLN
GRANT
ARRINGTON
SUNRISE
JACKSON SCHOOL
10th
EVERGREEN
CORNELL
MAPLE
13th
15th
16th
17th
MINTER BRIDGE
21st
24th
25th
28th
RIVER RD.
ROOD BRIDGE
32nd
37th
BROGDEN
BENTLEY
CEDAR
WITCH HAZEL
TUALATIN VALLEY HWY.
BROOKWOOD
ELAM YOUNG
GOLDEN
239th
FRANCIS
231st
216th
219th
CORNELIUS PASS
C
D
E


HILLSBORO
Pop. 15,180
HILLSBORO AIRPORT
AIRPORT ROAD
DAWSON
ORENCO
OREGON ELECTRIC RY.
WASHINGTON COUNTY FAIRGROUNDS
ARMORY
ATHLETIC FIELD
J.W. POYNTER JR. HIGH
HILLSBORO SENIOR HIGH
COURT HOUSE
CITY HALL
P.O.
TUALITY COMMUNITY HOSP.
ST. MATTHEW SCH.
DAVID HILL SCH.
CITY POOL
SHUTE PARK
BALL PARK
TRINITY LUTHERAN PARK
W. L. HENRY SCHOOL
BROOKWOOD SCHOOL
RAYMOND A. BROWN JUNIOR HIGH
COUNTY BRANCH OFFICE
TUALATIN RIVER
TUALATIN VALLEY HWY.
BEAVERTON
ROCK
BASELINE
CORNELL
MAIN
BROOKWOOD
JACKSON BOTTOM
JACKSON SLOUGH
HILLSBORO-SILVERTON HWY. NO. 140
219
8
GLENCOE
[900]
[900]
[900]
[900]
14,400
14,400
14,100
11450
13750
11600
2000
15,100
13,700
4100 (2W)
8850 (2W)
9200 (2W)
1600
2W
3950
12450 (2W)
16950
6050
5100 (2W)
1600


[900]
OREGON
CORNELL RD
ORENCO
QUATAMA
BEAVERTON CR
ROCK
14,100
14,400
DAWSON
AIRPORT ROAD
HILLSBORO AIRPORT
ELECTRIC
OREGON
BASELINE
BROOKWOOD
DRAKE
VALLEY
TUALATIN RIVER
COUNTY FAIRGROUNDS
12,700
SBORO

TRANSPORTATION ANALYSIS UNIT
PROJECT REQUEST REVIEW

East Main Street-East City Limits
Cornell Road
City of Hillsboro

We have reviewed the subject project request. Attached are the traffic signal warrant sheets for the intersection of Main Street and Cornell Road and the combined intersection of 25th/28th streets with Cornell Road.

Traffic count data was supplied by the City of Hillsboro. Hourly traffic data was not available for these locations. The daily traffic counts taken in May of 1979 by the city, were reviewed for reasonableness and used to calculate warrants.

Both proposed locations meet the Minimum Vehicular Volume warrant. Main Street also meets the Interruption of Continuous Traffic warrant, while the counts showed the major street (Cornell Road) to be three percent below the minimum volume for this warrant. With the rapid growth occurring in this area, it is felt that this warrant will soon be, if not already, met.

It is recommended the project request be approved to include new traffic signals at both locations.

Thomas H. [illegible]

THS:PE
7/29/80
METRO

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Cornell Rd at Main St.
Hillsboro

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)								
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)								
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)								

	Minimum ADT Warrant	1979 ADT	Warrant Met
1. Minimum Vehicular Volume:			
Major Street	8850	13,000	Yes
Minor Street	1850	4450	Yes
2. Interruption of Continuous Traffic:			
Major Street	13300	13,000	3% low
Minor Street	1350	4450	Yes
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)			
Pedestrian Volume			
4. Accident Experience:			
Preventable Accidents (last 12 months)			
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)			
Minimum Warrant		800	

Date of Traffic Count ______________

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ☒ standard warrants used.
☐ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Cornell Rd at 25th/28th Ave
Hillsboro

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)								
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)								
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)								

	Minimum ADT Warrant	1979 ADT	Warrant Met
1. Minimum Vehicular Volume:			
Major Street	8850	14,000	Yes
Minor Street	1850	2250	Yes
2. Interruption of Continuous Traffic:			
Major Street	13300	14000	Yes
Minor Street	1350	2250	Yes
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)			
Pedestrian Volume			
4. Accident Experience:			
Preventable Accidents (last 12 months)			
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)			
Minimum Warrant		800	

Date of Traffic Count

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** x standard warrants used.
70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

24 Hr. Traffic Summary - 5/1/79

Cornell Rd. @ Hawthorne Farms

1. Cornell Rd. East of 242nd Ave.

11/78	5/1/79	Difference
No Count	14,060	—

2. Cornell Rd. between 242nd & Elam Young

11/78	5/1/79	Difference
12,366	14,420	+2,054 = +17%

3. Cornell Rd. West of Elam Young

11/78	5/1/79	Difference
11,919	14,085	+2,166 = +18%

Fred

TRAFFIC COUNT

SUMMARY SHEET

STA.	MACH. #	SET BY Rodrig	
ON 28th		RD.	PAVT. WIDTH
NEAR Cornell		RD	PAVT. WIDTH

COUNTER READINGS		DAY	DATE	TIME
END OF COUNT	4448	Fri	19-79	9:AM
START OF COUNT	000	Thurs.	18-79	9:AM
HR. TOTAL	24			

STA.	MACH. #	SET BY	
ON		RD	PAVT. WIDTH
NEAR		RD	PAVT. WIDTH

COUNTER READINGS		DAY	DATE	TIME
END OF COUNT				
START OF COUNT				
HR. TOTAL				

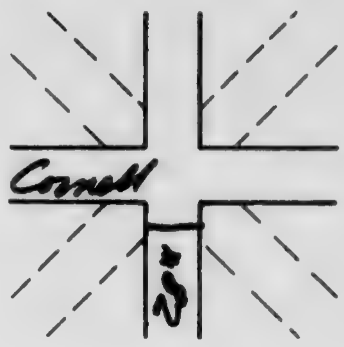
STA.	MACH. #	SET BY	
ON		RD	PAVT. WIDTH
NEAR		RD	PAVT. WIDTH

COUNTER READINGS		DAY	DATE	TIME
END OF COUNT				
START OF COUNT				
HR. TOTAL				

STA.	MACH #	SET BY	
ON		RD	PAVT. WIDTH
NEAR		RD	PAVT. WIDTH

COUNTER READINGS		DAY	DATE	TIME
END OF COUNT				
START OF COUNT				
HR. TOTAL				

SHOW NORTH ARROW
NAMES OF ROADS
LOCATION OF MACHINE
AND DIRECTION COUNTED



PAVT: Conc. [✓ Block Top] Gravel Other ______ CONDITION: Good [✓ Fair] Bad

WEATHER Cloudy ; TEMP 45° SURFACE [✓ Wet] Dry Snow Slippery

COMPILED BY Rodriguez DATE 10-19-79

REMARKS

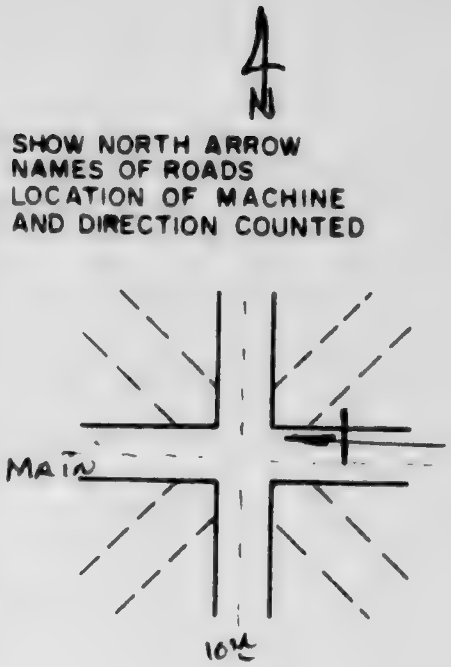
FORM F

TRAFFIC COUNT

SUMMARY SHEET

STA.	MACH. # 020	SET BY Rodriguez		
ON Main East of 10th	RD	PAVT WIDTH		
NEAR 10th	RD	PAVT. WIDTH		
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT	98800	Wens	2-1-78	2:45
START OF COUNT	96828	Wens	2-1-78	11:00
986 HR. TOTAL 2 75	1972			

SHOW NORTH ARROW
NAMES OF ROADS
LOCATION OF MACHINE
AND DIRECTION COUNTED



STA	MACH. #	SET BY		
ON	RD	PAVT. WIDTH		
NEAR	RD	PAVT WIDTH		
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT	05134	Thur	2-2-78	10:45
START OF COUNT	98800	Wens	2-1-78	2:45
3167 HR. TOTAL 20	6334			

STA.	MACH. #	SET BY		
ON	RD	PAVT. WIDTH		
NEAR	RD	PAVT. WIDTH		
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT	06849	thur	2-2-78	~~[illegible]~~ 2:00
START OF COUNT	05134	thur	2-2-78	10:45
857 HR. TOTAL 3.25	1715			

STA.	MACH #	SET BY		
ON	RD	PAVT WIDTH		
NEAR	RD	PAVT WIDTH		
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT	13522	Fri	2-3-78	10:30
START OF COUNT	06849	thur	2-2-78	2:00
3336 HR. TOTAL 20.5	6673			

PAVT: Conc [✓ Block, Top] Gravel Other ________ CONDITION Good [✓ Fair] Bad
WEATHER Rain ; TEMP 45° SURFACE: [✓ Wet] Dry Snow Slippery
COMPILED BY Rodriguez DATE ________
REMARKS
Divide total by 2 Counter Counts Each axle
Counted West bound traffic

Avg ~~[illegible]~~ 4100 Cars Per day West bound on Main @ 10th

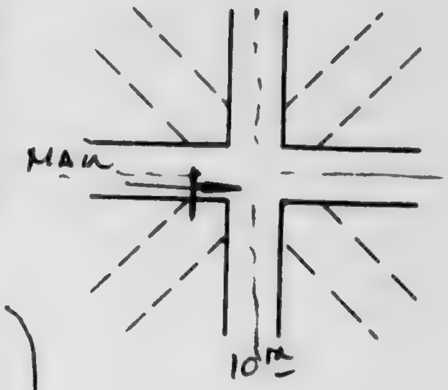
FORM F

2

TRAFFIC COUNT

SUMMARY SHEET

SHOW NORTH ARROW
NAMES OF ROADS
LOCATION OF MACHINE
AND DIRECTION COUNTED



STA.	MACH. # 117	SET BY Rodriguez		
ON Main West of 10th RD.			PAVT. WIDTH	
NEAR 10th RD.			PAVT. WIDTH	
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT	71401	Wens	2-1-78	10:30 AM
START OF COUNT	70020	Tues	1-31-78	3:00 PM
19.5 HR. TOTAL	1381			

STA.	MACH. #	SET BY		
ON RD			PAVT. WIDTH	
NEAR RD.			PAVT. WIDTH	
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT	72910	Thur	2-2-78	10:45 AM
START OF COUNT	71645	Wens	2-1-78	3:00 PM
19.75 HR. TOTAL	1265			

24 hours
1609

STA.	MACH. #	SET BY		
ON RD			PAVT. WIDTH	
NEAR RD.			PAVT. WIDTH	
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT	73254	Thur	2-2-78	2:00 PM
START OF COUNT	72910	Thur	2-2-78	10:45 AM
4.25 HR. TOTAL	344			

STA.	MACH. #	SET BY		
ON RD			PAVT. WIDTH	
NEAR RD.			PAVT. WIDTH	
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT	74600	Fri	2-3-78	10:30 AM
START OF COUNT	73254	Thur	2-2-78	2:00 PM
20.5 HR. TOTAL	1346			

PAVT: Conc. [✓ Black Top] Gravel Other ______ CONDITION Good [✓ Fair] Bad
WEATHER Fair ; TEMP 45° SURFACE: [✓ Wet] Dry Snow Slippery
COMPILED BY Rodriguez DATE ______
REMARKS
Counted east bound traffic
Avg. 1600 cars per day east bound on Main @ 10th

FORM F

TRAFFIC COUNT

SUMMARY SHEET

Info. Only

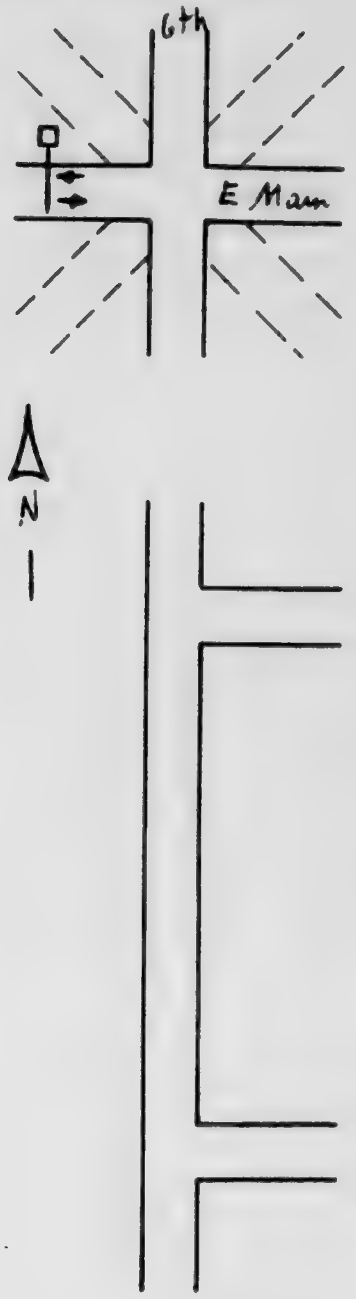
STA 23	MACH. # R	SET BY Chivrette		
ON Main Street		RD	PAVT WIDTH 39	
NEAR West of 6th Ave		RD	PAVT WIDTH 30(N) 34(S)	
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT		WED	11-8	9:40
START OF COUNT		MON	11-6	7:55
48 HR. TOTAL	12147			

STA.	MACH. #	SET BY		
ON		RD	PAVT. WIDTH	
NEAR		RD	PAVT WIDTH	
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT				
START OF COUNT				
HR. TOTAL				

STA.	MACH. #	SET BY		
ON		RD	PAVT. WIDTH	
NEAR		RD	PAVT. WIDTH	
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT				
START OF COUNT				
HR. TOTAL				

STA.	MACH #	SET BY		
ON		RD	PAVT. WIDTH	
NEAR		RD	PAVT WIDTH	
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT				
START OF COUNT				
HR. TOTAL				

SHOW NORTH ARROW
NAMES OF ROADS
LOCATION OF MACHINE
AND DIRECTION COUNTED



PAVT: Conc. [✓ Black Top] Gravel Other ____________ CONDITION: Good Fair Bad
WEATHER clear ; TEMP ________ SURFACE: Wet [✓ Dry] Snow Slippery
COMPILED BY ______________________ DATE ____________
REMARKS ______________________

Info only.

TRAFFIC COUNT

SUMMARY SHEET

STA. 30	MACH. # B-8	SET BY Chevrette
ON SW Main ST EXT. RD	PAVT. WIDTH 24	
NEAR N. of RR tracks RD	PAVT. WIDTH	

COUNTER READINGS		DAY	DATE	TIME
END OF COUNT	7310	WED	11-8-78	8:45
START OF COUNT	—	MON	11-6-78	9.00
48 HR. TOTAL	7310			

STA	MACH. #	SET BY
ON RD	PAVT. WIDTH	
NEAR RD	PAVT. WIDTH	

COUNTER READINGS		DAY	DATE	TIME
END OF COUNT				
START OF COUNT				
HR. TOTAL				

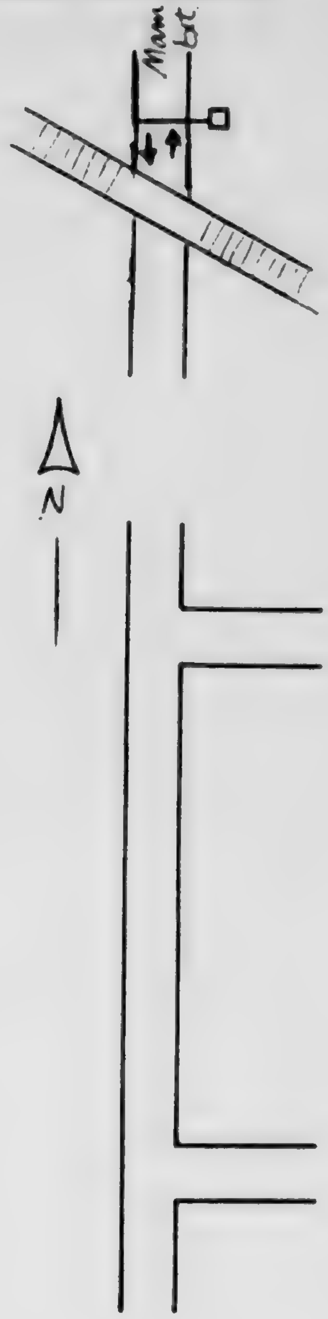
STA.	MACH. #	SET BY
ON RD	PAVT. WIDTH	
NEAR RD	PAVT. WIDTH	

COUNTER READINGS		DAY	DATE	TIME
END OF COUNT				
START OF COUNT				
HR. TOTAL				

STA.	MACH. #	SET BY
ON RD	PAVT. WIDTH	
NEAR RD	PAVT. WIDTH	

COUNTER READINGS		DAY	DATE	TIME
END OF COUNT				
START OF COUNT				
HR. TOTAL				

SHOW NORTH ARROW
NAMES OF ROADS
LOCATION OF MACHINE
AND DIRECTION COUNTED



PAVT: Conc [✓ Black Top] Gravel Other ____________ CONDITION: Good Fair Bad

WEATHER clear ; TEMP ____________ SURFACE: Wet [✓ Dry] Snow Slippery

COMPILED BY ________________________ DATE ____________

REMARKS ________________________

FORM F

Info only.

TRAFFIC COUNT

SUMMARY SHEET

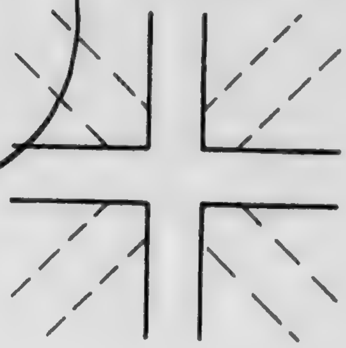
STA 47	MACH. # B-7	SET BY Chiovitti		
ON E Main St		RD. PAVT. WIDTH	23	
NEAR W of 24th St		RD. PAVT. WIDTH	25	
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT	33884	WED	11-15-78	11:30
START OF COUNT	—	MON	11-13-78	11:35
48 HR. TOTAL	33884			

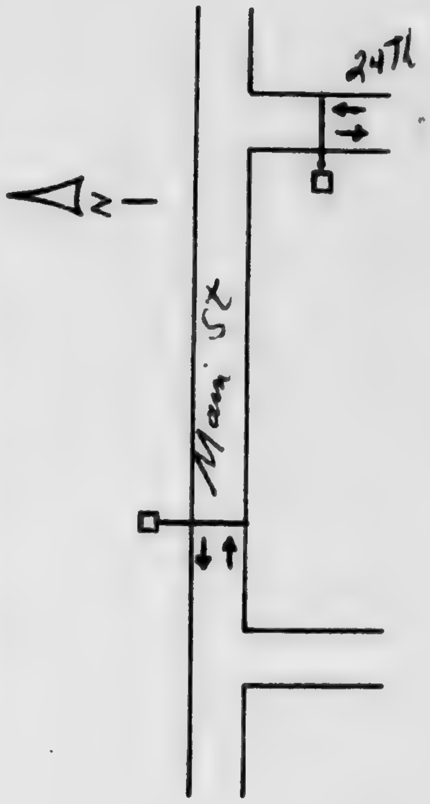
STA 48	MACH. # B-6	SET BY Chiovitti		
ON SE 24th St.		RD. PAVT. WIDTH	25	
NEAR S of Main St		RD. PAVT. WIDTH	23	
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT	13176	WED	11-15-78	11:35
START OF COUNT	—	MON	11-13-78	11:40
48 HR. TOTAL	13176			

STA.	MACH. #	SET BY		
ON		RD. PAVT. WIDTH		
NEAR		RD. PAVT. WIDTH		
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT				
START OF COUNT				
HR. TOTAL				

STA.	MACH #	SET BY		
ON		RD. PAVT. WIDTH		
NEAR		RD. PAVT. WIDTH		
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT				
START OF COUNT				
HR. TOTAL				

SHOW NORTH ARROW
NAMES OF ROADS
LOCATION OF MACHINE
AND DIRECTION COUNTED





PAVT: Conc. Block Top Gravel Other ________ CONDITION: Good Fair Bad
WEATHER ________; TEMP ________ SURFACE: Wet Dry Snow Slippery
COMPILED BY ________ DATE ________
REMARKS ________

FORM F

6

TRAFFIC COUNT

SUMMARY SHEET

STA	MACH. # 2	SET BY	
ON Cornell		RD.	PAVT. WIDTH
NEAR East of Sutes		RD.	PAVT. WIDTH
COUNTER READINGS	DAY	DATE	TIME

END OF COUNT	14667	Wens	10-17-88	9:AM
START OF COUNT	000	Tues	10-16-88	9:AM
HR. TOTAL	24hr			

STA.	MACH. #	SET BY	
ON		RD.	PAVT. WIDTH
NEAR		RD.	PAVT. WIDTH
COUNTER READINGS	DAY	DATE	TIME

END OF COUNT				
START OF COUNT				
HR. TOTAL				

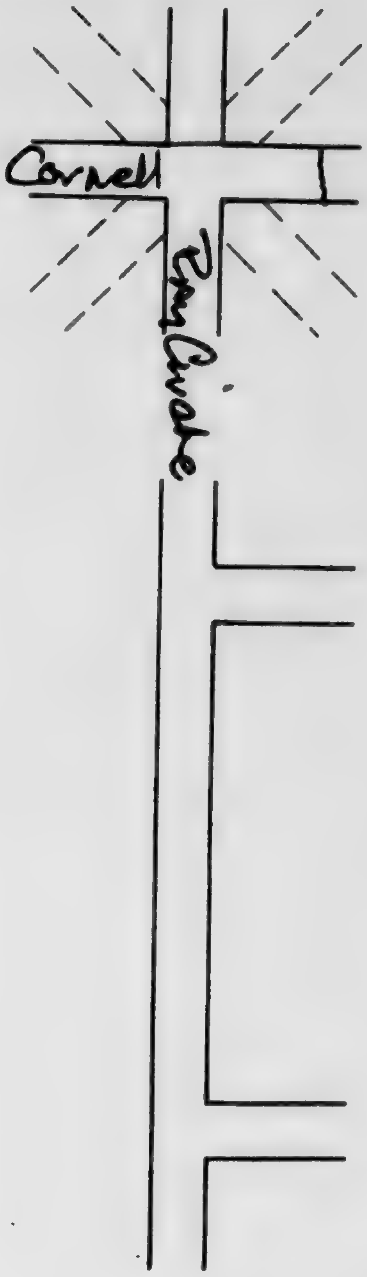
STA.	MACH. #	SET BY	
ON		RD.	PAVT. WIDTH
NEAR		RD.	PAVT. WIDTH
COUNTER READINGS	DAY	DATE	TIME

END OF COUNT				
START OF COUNT				
HR. TOTAL				

STA.	MACH #	SET BY	
ON		RD.	PAVT. WIDTH
NEAR		RD.	PAVT. WIDTH
COUNTER READINGS	DAY	DATE	TIME

END OF COUNT				
START OF COUNT				
HR. TOTAL				

SHOW NORTH ARROW
NAMES OF ROADS
LOCATION OF MACHINE
AND DIRECTION COUNTED



PAVT: Conc. Black Top Gravel Other __________ CONDITION: Good Fair Bad

WEATHER __________ ; TEMP. __________ SURFACE: Wet Dry Snow Slippery

COMPILED BY __________ DATE __________

REMARKS __________

FORM F

7

TRAFFIC COUNT

SUMMARY SHEET

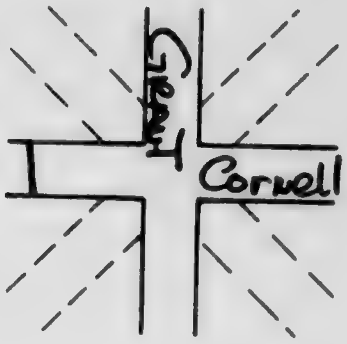
STA	MACH. #	SET BY Sig		
ON Cornell RD		PAVT WIDTH		
NEAR So. Grant RD		PAVT WIDTH		
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT	15,144	Weds	10-24-79	8:30 AM
START OF COUNT	000	Tues	10-23-79	" "
24 HR. TOTAL	15144			

STA	MACH. #	SET BY		
ON RD		PAVT. WIDTH		
NEAR RD		PAVT. WIDTH		
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT	30 192	Thurs	10-25-79	8:30 AM
START OF COUNT	15,144	Weds	10-24-79	"
HR. TOTAL	15048			

STA.	MACH. #	SET BY		
ON RD		PAVT. WIDTH		
NEAR RD		PAVT. WIDTH		
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT	45,245	Fri	10-26-79	8:30 AM
START OF COUNT	30,192	Thurs	10-25-79	"
HR. TOTAL	15053			

STA.	MACH #	SET BY		
ON RD		PAVT. WIDTH		
NEAR RD		PAVT. WIDTH		
COUNTER READINGS		DAY	DATE	TIME
END OF COUNT				
START OF COUNT				
HR. TOTAL				

SHOW NORTH ARROW
NAMES OF ROADS
LOCATION OF MACHINE
AND DIRECTION COUNTED



PAVT: Conc. [✓ Black Top] Gravel Other ______ CONDITION: Good Fair Bad

WEATHER Cloudy ; TEMP 45° SURFACE: [✓ Wet] Dry Snow Slippery

COMPILED BY Sig DATE 10-26-79

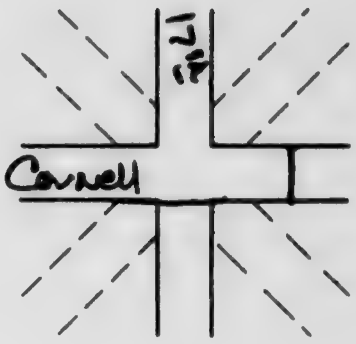
REMARKS

Avg 15081.67 Cars Per day

8

TRAFFIC COUNT
SUMMARY SHEET

SHOW NORTH ARROW
NAMES OF ROADS
LOCATION OF MACHINE
AND DIRECTION COUNTED



STA.	MACH. # 3	SET BY Rodriguez
ON Cornell RD.	PAVT. WIDTH	
NEAR 17th RD	PAVT WIDTH	

COUNTER READINGS		DAY	DATE	TIME
END OF COUNT	13,337	Tues	10-2-79	8:30 AM
START OF COUNT	000	Mon	10-1-79	8:30 AM
24 HR. TOTAL	13 337			

STA	MACH. #	SET BY
ON RD	PAVT. WIDTH	
NEAR RD.	PAVT WIDTH	

COUNTER READINGS		DAY	DATE	TIME
END OF COUNT	27,694	Wens	10-3	8:30 AM
START OF COUNT	13,337		10-2	" AM
24 HR. TOTAL	14357			

STA.	MACH. #	SET BY
ON RD	PAVT WIDTH	
NEAR RD	PAVT. WIDTH	

COUNTER READINGS		DAY	DATE	TIME
END OF COUNT	41,523	Thurs	10-4	8:30 AM
START OF COUNT	27,694		10-3	" "
24 HR. TOTAL	13829			

STA.	MACH #	SET BY
ON RD	PAVT. WIDTH	
NEAR RD	PAVT WIDTH	

COUNTER READINGS		DAY	DATE	TIME
END OF COUNT	53,058	Fri	10-5	8:30 AM
START OF COUNT	~~27,694~~ 41,523		10-4	" "
24 HR. TOTAL	13535			

PAVT: Conc. [✓ Black Top] Gravel Other ________ CONDITION: Good [✓ Fair] Bad
WEATHER Cloudy ; TEMP 45° SURFACE: [✓ Wet] Dry Snow Slippery
COMPILED BY Rodriguez DATE ________
REMARKS

Avg. 13764.5 Car per day

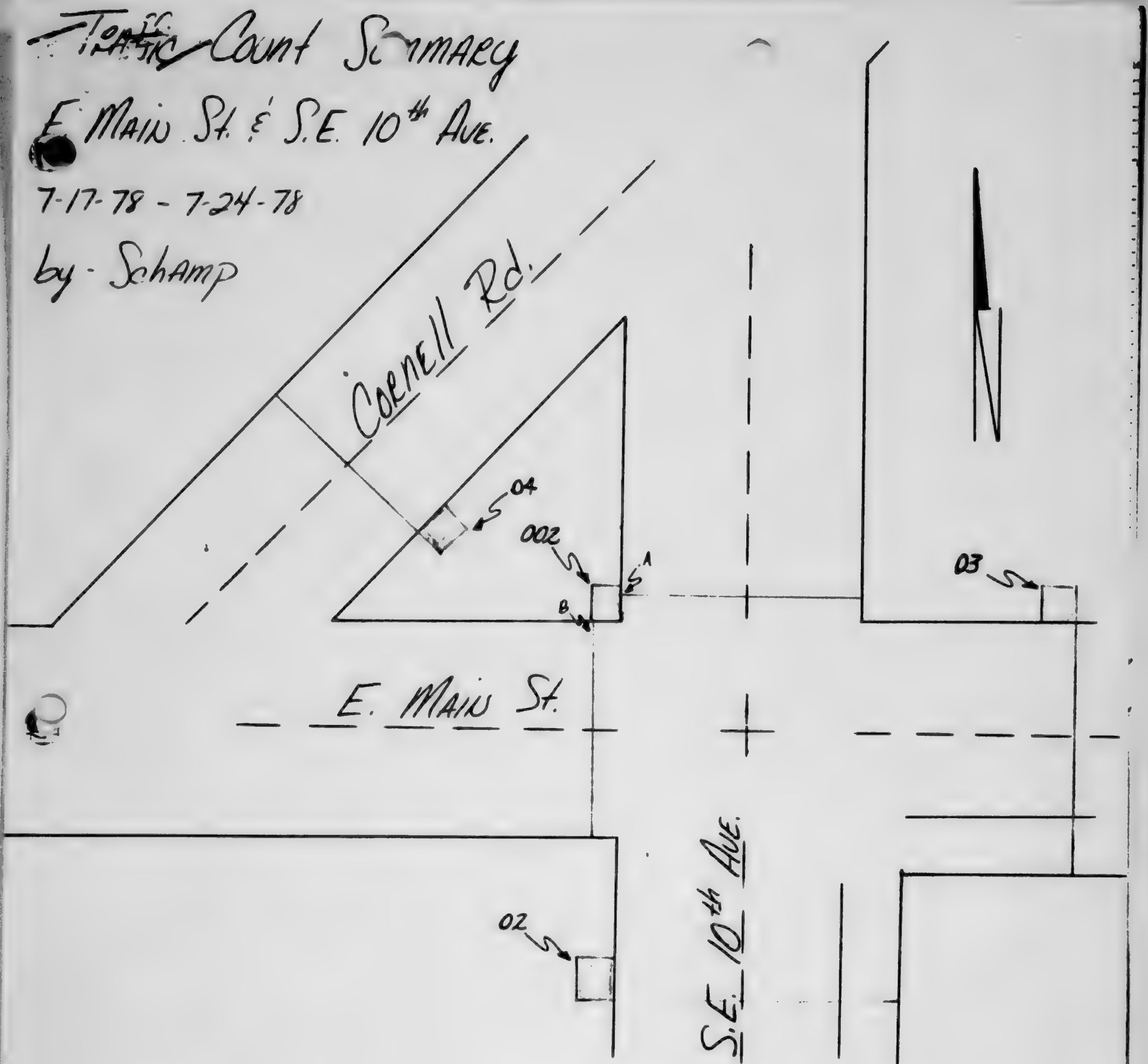
FORM F

~~Traffic~~ Count Summary

E. Main St. & S.E. 10th Ave.

7-17-78 - 7-24-78

by - Schamp


Cornell Rd.
04
002
A
B
03
E. Main St.
S.E. 10th Ave.
02
N

Counter #	7-Day Total	24 hr. Ave.
002-A ([illegible])	** 49,79[illegible]	12,450
-B ([illegible])	* 25,475	5,095
02	24,265	3,466
03	62,065	8,867
04	29,408	4,201

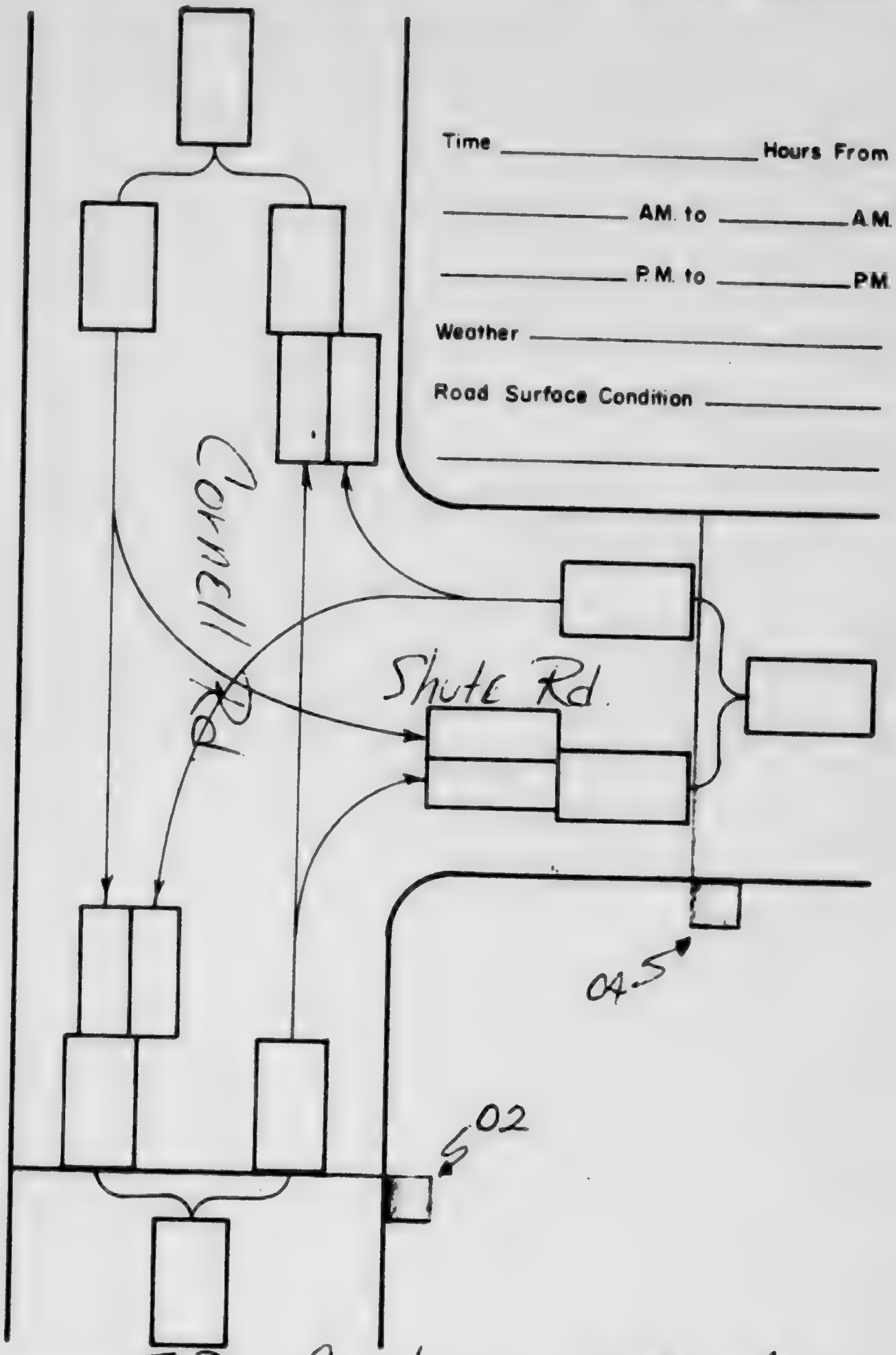
* - 5 DAY TOTAL ** - 4 DAY TOTAL

TRAFFIC COUNT

GRAPHIC SUMMARY SHEET

LOCATION Cornell Rd. & Shute Rd. (242) DATE 6-Jun 78

INDICATE NORTH BY ARROW



Time ______ Hours From

______ AM. to ______ A.M.

______ P.M. to ______ P.M.

Weather ______

Road Surface Condition ______

VEHICLES COUNTED

CLASS		DIRECTION	
All			
Pass			
Comm.			
Other			

REMARKS Counter # 7 Day Count 24 hr. Ave

02

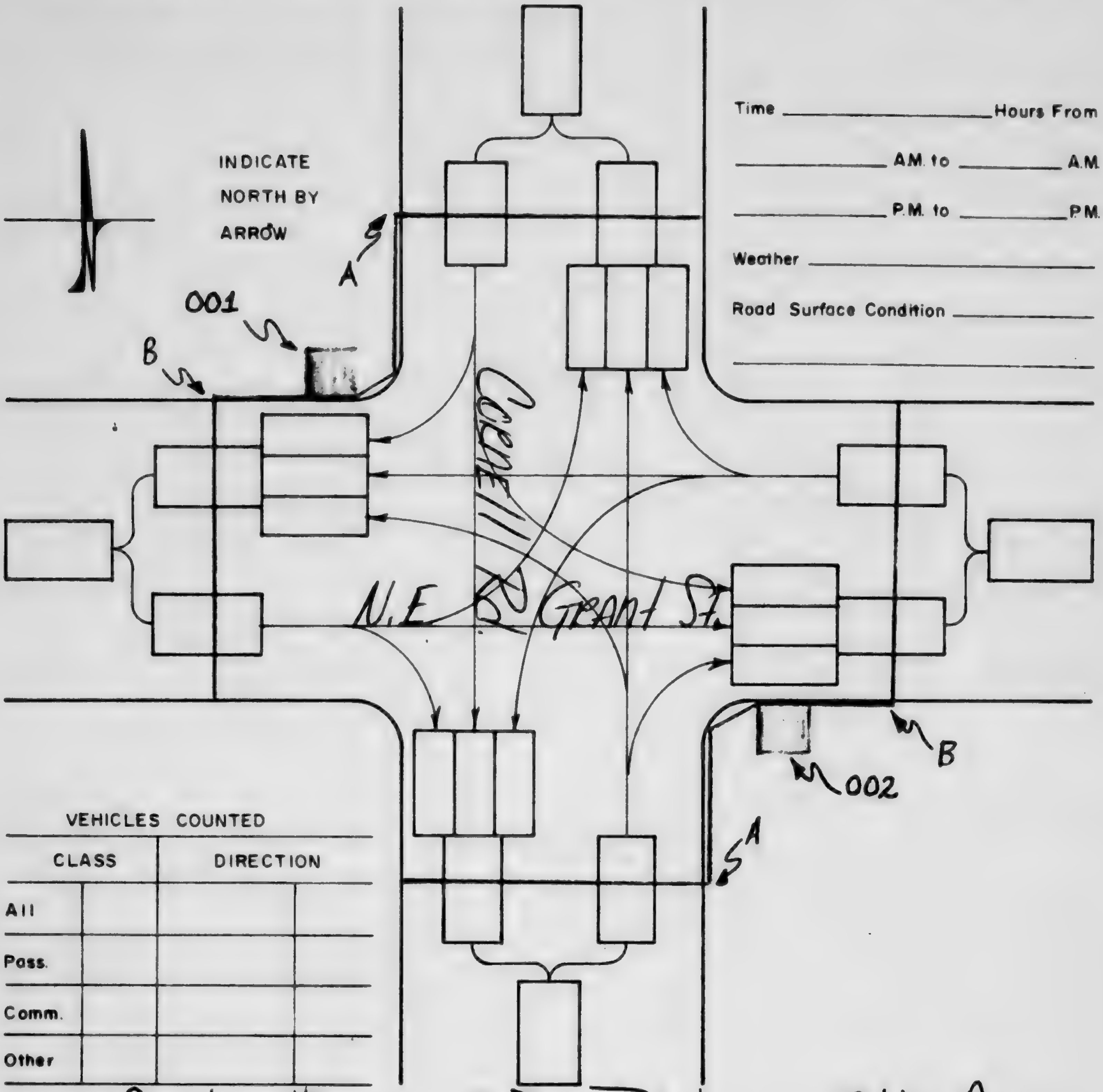
04

COMPILED BY: Schamp DATE 13 Jun 78

FORM D 11

TRAFFIC COUNT
GRAPHIC SUMMARY SHEET

LOCATION Cornell Rd. & Grant St. DATE 7-25-78


N
INDICATE NORTH BY ARROW
A
001
B
Cornell Rd.
N.E. Grant St.
B
002
A

Time ______ Hours From

______ A.M. to ______ A.M.

______ P.M. to ______ P.M.

Weather ______

Road Surface Condition ______

VEHICLES COUNTED

CLASS		DIRECTION	
All			
Pass.			
Comm.			
Other			

REMARKS

Counter #	7 Day Total	24 hr. Ave.
001-A	* [illegible]	[illegible]
-B	[illegible]	[illegible]
002-A	95,792	13,685
-B	13,620	1,946

COMPILED BY: D. Sch DATE 8-2-78

*2-Dr. Total Not [illegible]

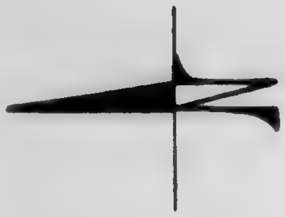
FORM E

12

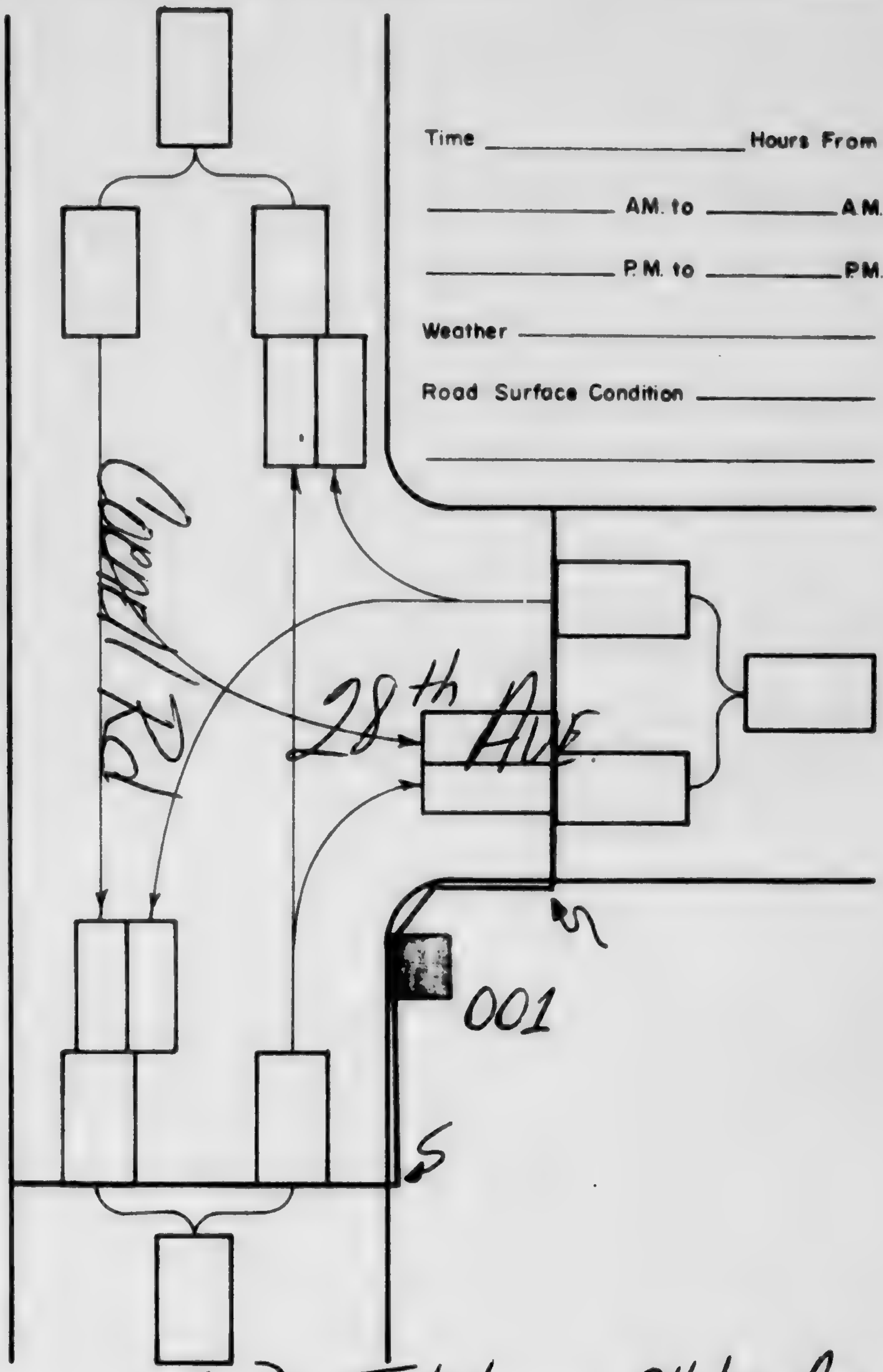
TRAFFIC COUNT

GRAPHIC SUMMARY SHEET

LOCATION Cornell Rd. & N.E. 28th Ave. DATE ______



INDICATE NORTH BY ARROW



Time ______ Hours From

______ AM. to ______ A.M.

______ P.M. to ______ P.M.

Weather ______

Road Surface Condition ______

VEHICLES COUNTED

CLASS		DIRECTION	
All			
Pass			
Comm.			
Other			

REMARKS Counter # 6-Day Total 24 hr. Avg.

001 - A

- B

COMPILED BY: Scha DATE ______

FORM D

13

4846

City Of Hillsboro

205 S.E. Second Ave. □ 648-0821 □ Hillsboro, Oregon 97123

July 21, 1980

Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

Attn: Mr. Earl Mershon, Staff Assistant

Re: Additional Data Request for Traffic Counts on N.E. Cornell Rd. Improvement Project.

Dear Earl,

I have enclosed additional information on traffic counts taken in 1978 & 1979 on Cornell Road. The counts are shown on Cornell Road and on 10th - E. Main and N.E. 28th at Cornell Road. This information was requested by Mr. Tom Swaub of your office to help show that the intersection of E. Main & Cornell Road and 28th-25th & Cornell Road combined intersection to meet minimum warrants.

Also attached are three figures from the City's Transportation Plan which show 1978 traffic counts on all streets, Year 2000 traffic assignments and the recommended street plan showing the combined 25th-28th Street intersection.

We will be performing more detailed counts on these intersections if you need additional information, but our traffic and capacity deficiencies have grown significantly since 1978 when the counts were last performed.

Sincerely,

Bruce A Warner

Bruce A. Warner, P.E.
City Engineer

BAW/jh
cc: D. Lawrence
file

Form E-33 (Rev. 9-1)

(EMSC001) A 1 1-13 2

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section East Main St. - East City Limits (Hillsboro)
Date October 7, 1980

Highway N.E. Cornell Road
Authorization No. 1

County Washington #34
Survey Prefix 334-1901 (Assigned by Salem office)

Description of termini, route, length, etc.:
The westerly terminus is at the intersection of NE Cornell Road and E. Main. The easterly terminus is at NE Elam Young Parkway intersection. The route follows the existing alignment and the overall length is 2.3 miles

Proposed: Reconstruct existing two-lane roadway to a curbed four-lane with turn lanes at intersections and developed commercial area. A bikepath/walkway will be included with curbs and storm drainage system. Install two signals

Purpose of survey:
City of Hillsboro staff to perform the field survey, prepare plans and estimates. State to monitor PE, prepare Environmental document, acquire r/w, review plans and complete PS & E.

IX-9022(6)
1-6-81

Estimate of cost: Const. $1,920,000
FUNDING: FAIX (Mt. Hood Transfer)
CATEGORY: 2

Estimate of Cost

Field Survey	(901)	3,000
Citizen Participation	(902)	
City or County	(903)	146,000
Consultant	(904)	
Final Design	(905)	1,000
Bridge Design	(906)	
Preliminary Design	(907)	N/A
R/W Description	(909)	3,000
Soils & Geology	(910)	2,500
Traffic	(911)	500
Landscape	(912)	
Liaison R/W	(913)	2,000
Utility	(914)	100
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	1,500
Administrative Services	(922)	200
Environmental	(923)	20,000
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Approved by Hwy Eng'r 10-16-80

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

LOCATION SECTION

Total estimated cost of survey	$180,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Curtis H. Duval
CURTIS H. DUVAL, Metro Location Engineer
Field Engineer

Recommended for Approval:
D R Adams
Regional Engineer
DONALD R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
E S Hunter
Assistant State Highway Engineer

KEH

SP*23604-734

1512

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: Oct. 8, 1980
PREFIX:

IDENTIFICATION

PROJECT NAME: Cornell Road

HIGHWAY NAME n/a	HIGHWAY NUMBER n/a

REGION Portland/Metro	ADMINISTRATIVE DISTRICT	COUNTY Washington	CITY Hillsboro
LENGTH 12,550'	MILEPOST NUMBER E. Main TO East City Limits	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO
IF YES, UNIT OF GOVERNMENT: City of Hillsboro

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☒ SIGNAL ☒ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Remove existing oil mat road construct a 48' improvement from E. Main to Arrington, 60' from Arrington to N.E. 28th Street, and 48' from N. E. 28th-East. Improvement will provide two eastbound lanes, two westbound travel lanes and turn lanes at intersections and developed commercial areas. A combination bikepath/walkway will be included with curbs and drainage. (SEE ATTACHED MAPS)

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) approx. 15,000 vehicles per day (1978)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME) approx. 30,000 vehicles per day (2000)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☒	☒	☐
	PROPOSED	☐	☐	☐	☒	☐	☐

DESIGN SPEED (MPH) 35 - 55	DESIGN STANDARDS 45 - 55	TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☒ HEAVY

3 · FEATURES	EXIST NUMBER AND WIDTH	POSED NUMBER AND WIDTH
TRAVEL LANES	2 (9 - 11 ft.)	4 (12 ft.) plus turn lanes at the intersections
SHOULDERS	2 gravel shoulder (left)	None (curbs and gutters)
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None- (Most of Road)	5 ft. pedestrian north side
BIKEWAYS	None	8 ft. pedestrian/bikeway south side
INTERCHANGES	n/a	n/a
OTHER:	Inadequate drainage	construct new storm drain

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☒	☐	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☐	☒
Drainage	☒	☐	☐
River	☐	☒	☐
Stream Culverts & fill	☒	☐	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☒	☐	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☐	☒	Hydraulics Study	☐	☐	☒
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☒	☐	☐
Negative Declaration	☒	☐	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☐	☒	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☒	☐	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☒	☐	☐
Utilities	☒	☐	☐	Design Review	☒	☐	☐

Type Electrical & Telephone Lines

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	n/a
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	n/a
CORRIDOR APPROVAL	( )	n/a
FIELD SURVEY	(2)	4 mos.
PRELIMINARY DESIGN	(3)	5 8 mos.
DESIGN APPROVAL/FINAL EIS	( )	2 4 mos.
RIGHT-OF-WAY DESCRIPTIONS	( )	3 mos.
RIGHT-OF-WAY ACQUISITION	( )	6 mos.
P.S. & E. DOCUMENTS	( )	2 mos.

internal
float
or
overlap

RECOMMENDED CONSTRUCTION DATE March 1983

____________ (Region)

[redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
SEE ATTACHED SHEET		

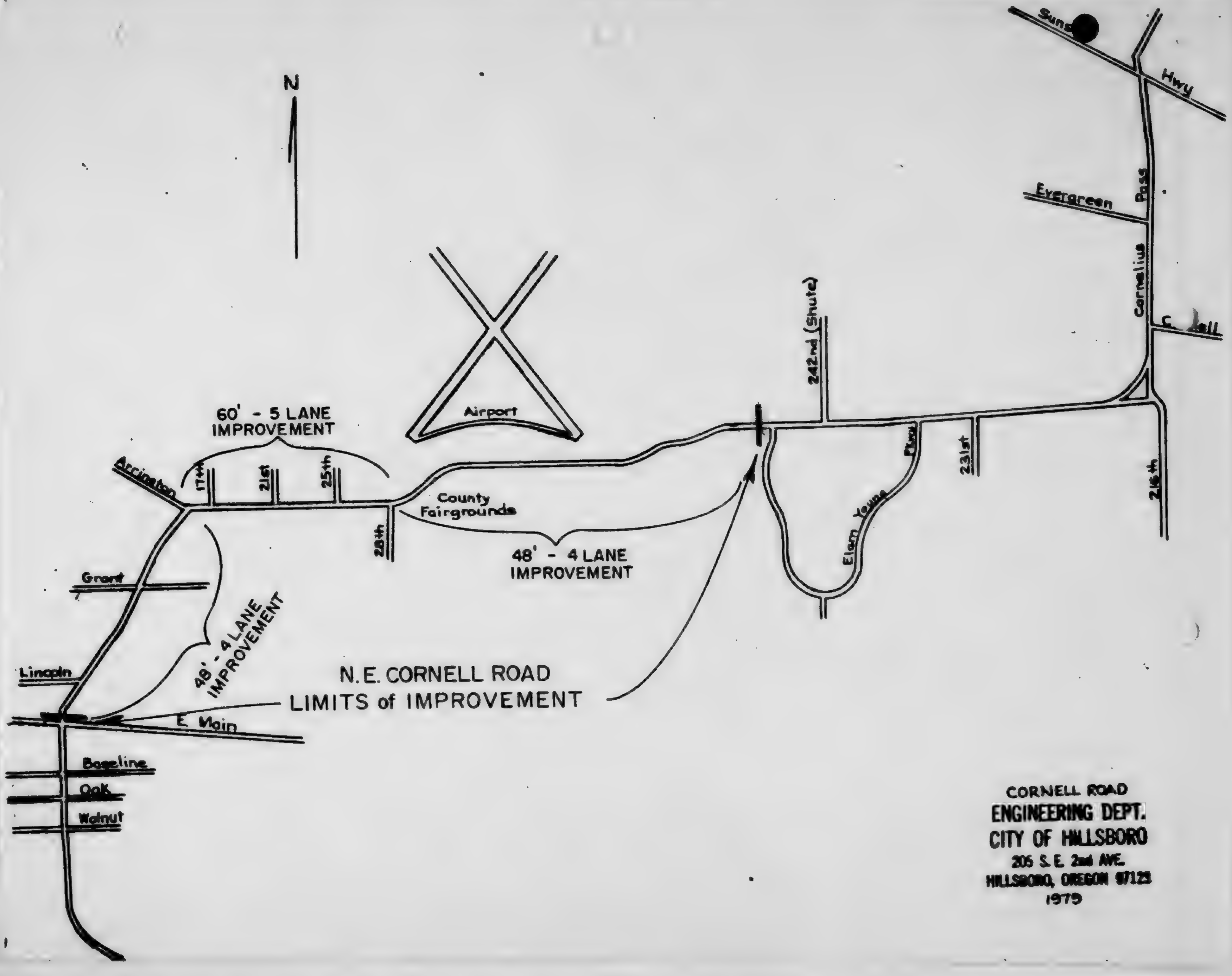
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

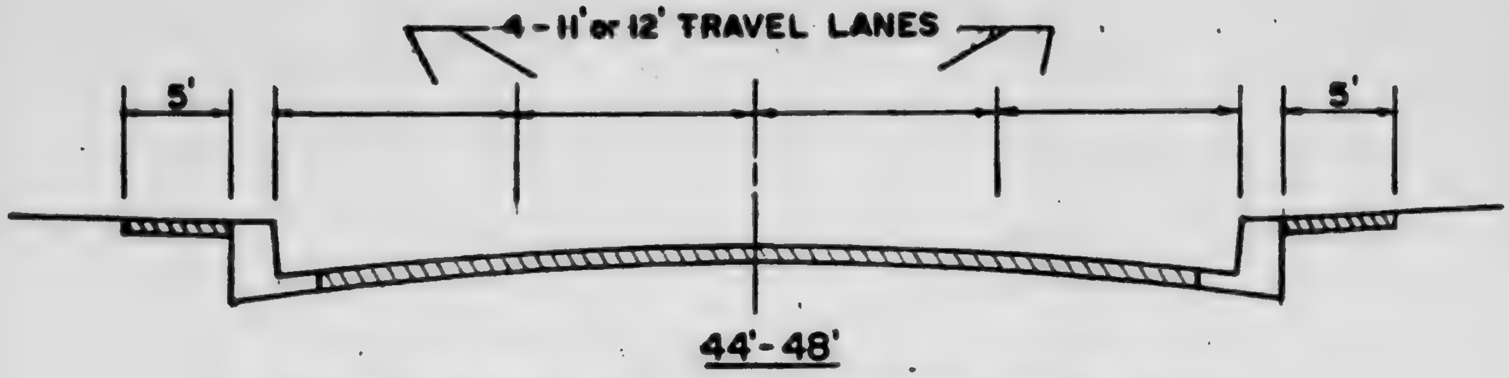
	REGION	SALEM
PRELIMINARY ENGINEERING	27,000	153,000
RIGHT OF WAY	40,500	229,500
TRAFFIC CONTROL	15,000	85,000
ILLUMINATION	(local supplied)	
STRUCTURES		
RAILROAD	232,500	1,317,500
ROADWAY		
OTHER ______________		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	315,000	1,785,000

SUBMITTED BY Bruce A. Warner,
City Engineer

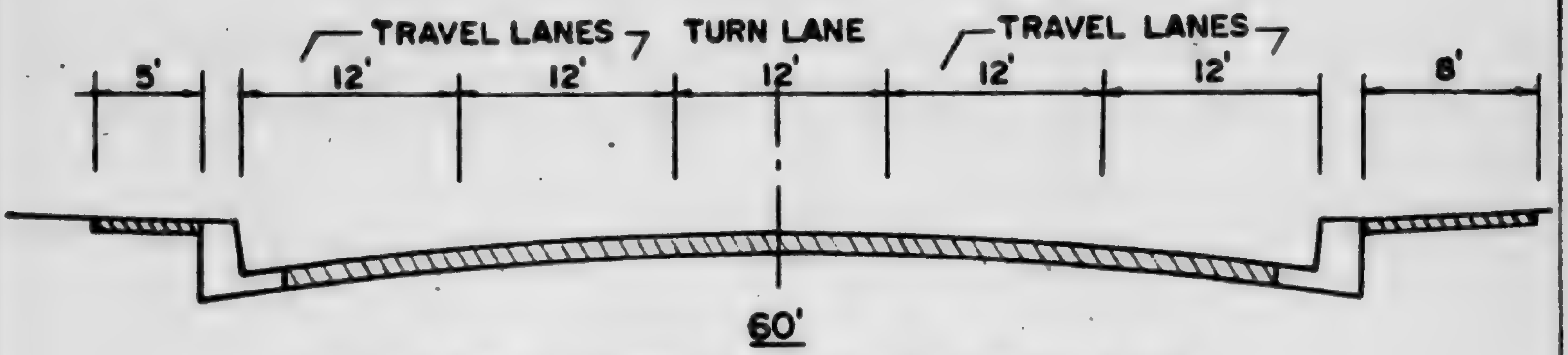

N
Sunset Hwy
Evergreen
Cornelius Pass
C ell
216th
231st
Elam Young Pkwy
242nd (Shute)
Airport
60' - 5 LANE IMPROVEMENT
Arrington
17th
21st
25th
28th
County Fairgrounds
48' - 4 LANE IMPROVEMENT
Grant
48' - 4 LANE IMPROVEMENT
Lincoln
E. Main
Baseline
Oak
Walnut
N.E. CORNELL ROAD
LIMITS of IMPROVEMENT

CORNELL ROAD
ENGINEERING DEPT.
CITY OF HILLSBORO
205 S.E. 2nd AVE.
HILLSBORO, OREGON 97123
1979

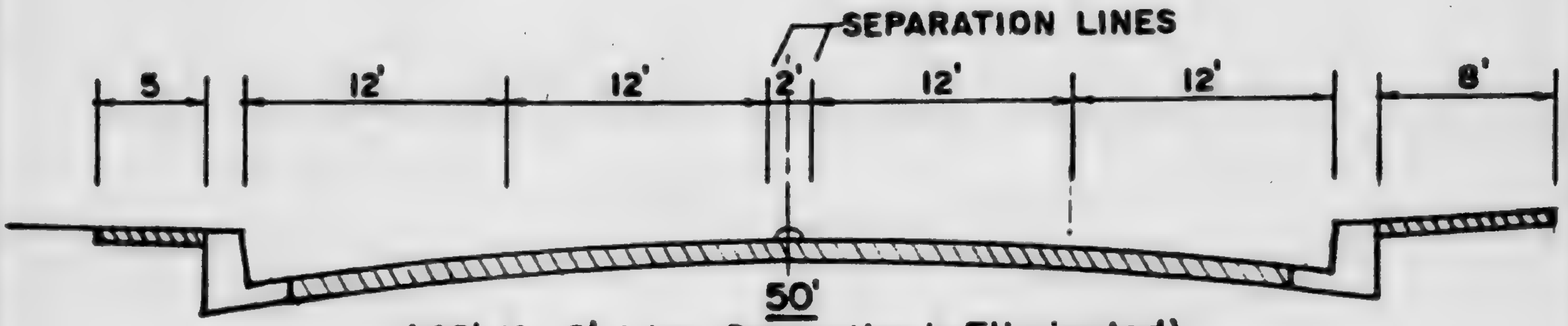
N. E. CORNELL ROAD


4 - 11' or 12' TRAVEL LANES
5'
5'
44'-48'

EAST MAIN to N. E. ARRINGTON AVE.


TRAVEL LANES
TURN LANE
TRAVEL LANES
5'
12'
12'
12'
12'
12'
8'
60'

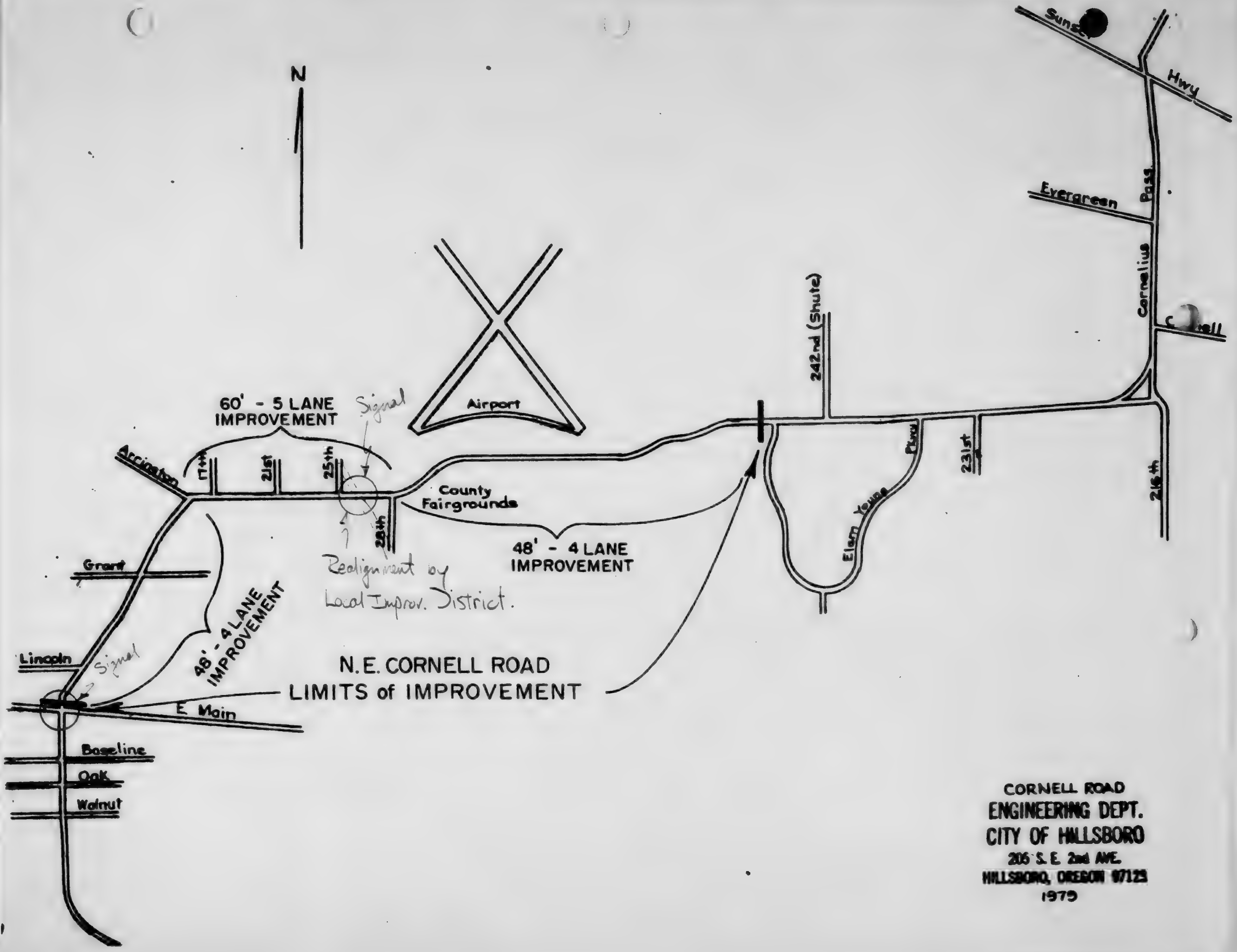
N. E. ARRINGTON to N. E. 28th AVE.


SEPARATION LINES
5
12'
12'
2'
12'
12'
8'
50'

(48' If 2' Line Separation is Eliminated)

N. E. 28th AVE. to N. E. ELAM YOUNG PARKWAY

CITY OF HILLSBORO
OREGON



N
Sunse
Hwy
Evergreen
Pass
Cornelius
C ell
216th
Airport
242nd (Shute)
Elam Young
Pkwy
231st
60' - 5 LANE IMPROVEMENT
Signal
Arrington
17th
21st
25th
28th
County Fairgrounds
48' - 4 LANE IMPROVEMENT
Realignment by Local Improv. District.
Grant
48' - 4 LANE IMPROVEMENT
Lincoln
Signal
N.E. CORNELL ROAD
LIMITS of IMPROVEMENT
E. Main
Baseline
Oak
Walnut

CORNELL ROAD
ENGINEERING DEPT.
CITY OF HILLSBORO
205 S. E. 2nd AVE.
HILLSBORO, OREGON 97123
1979

IX 9022(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

S[illegible]tion East Main St.-East City Limits
Highway Cornell Road
County Washington
Region I/Metro
(Attach Sketch Map)

Date August 18, 1980
City Hillsboro Hwy. No.
Begin M.P. Length 12,550'
Program Estimate $2.1 million
Funding Source

B. Purpose, Need, and Description of Project (Describe Alternatives):

The project's purpose is to provide the added traffic capacity needed to safely and effeciently serve existing and forecast traffic volumes. The need stems from rapid increases in traffic generated by areawide population and employment growth. The existing two lane facility (18'-22' wide) cannot serve the forecast traffic demand of 30,000 vehicle per day, (year 2000); existing volumes are about 15,000 VPD. The proposed project includes four travel lanes, turning lanes at intersections and adjacent to existing commercial areas, a bikepath on the south side and a sidewalk on the north side. The project will join with four lane sections at each terminus.

C. Recommended Project Category and Documentation:

Project Category		Documentation
	1	Draft and Final EIS
X	2	Environmental Assessment and Finding of No Significant Impact
	3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☒ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category: Route will generally follow existing roadway alignment. There will be no significant right-of-way acquisition or displacement in existing residential areas. Right-of-way needs in areas now under control of the Port of Portland and Washington County will have minimal impact. Planned changes of land use (rural to urban) and the existing availability of employment, transportation corridors and urban services are exerting major impacts in the area. While this project would help implement parts of the plan to urbanize the area, it would not be a direct cause of the major impacts which the area is already receiving fron planned growth.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	4 (plus turn lanes)
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	Gravel	No (curbs)
Average Daily Traffic (Volume/Year)	15,000 (1978)	30,000 (2000)
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted/Estimated)	35	35-45

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	6.17 or less
Estimated Number of Parcels	20
Residential Relocation (No.)	None
Business Relocation (No.)	None

Little or no right-of-way acquisition will be necessary in the existing residential area; minimal acquisition necessary in existing commercial area; major right-of-way acquisition will occur in airport clear zone area, but this will be compatible with the existing airport use. No residential or commercial parking areas will be eliminated.

2. Estimated Impact on Land Use: The proposed project is consistent with the adopted Comprehensive Plan for the area. The area, presently single-family residential, is zoned for multifamily units. The majority of the remainder is commercial and will remain such. There is a minimal amount of industrial area which could develop. The project may help accelerate conversion of the existing single-family residential area to the permitted multiple-family uses. As the area near the project becomes saturated with planned development, areas closer to Sunset Highway are likely to develop and require further improvements on Cornelius Pass Road.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety: Existing high traffic volumes are expected to grow substantially in the future with or without improvement (see attached traffic maps). Traffic flow or patterns will not be altered significantly, but safety of traffic flow will be greatly increased. The project will increase the status of Cornell Road as an arterial connection to Sunset Highway via Cornelius Pass Road. Traffic on Cornelius Pass Road to Sunset Highway is projected to increase in direct proportion to increases on the proposed project section. It is likely that the highway will require increased capacity all the way to Sunset Highway as development progresses.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Minimal impact on stream bed (Dawson Creek) by extension of culvert and fill section on existing roadway approximately 20 feet. The creek area to be affected by the project was recently disturbed by the placement of sewer lines. Consequently, no significant wetland habitat now exists there. No rare or endangered species or critical habitats are known to exist in the project area.

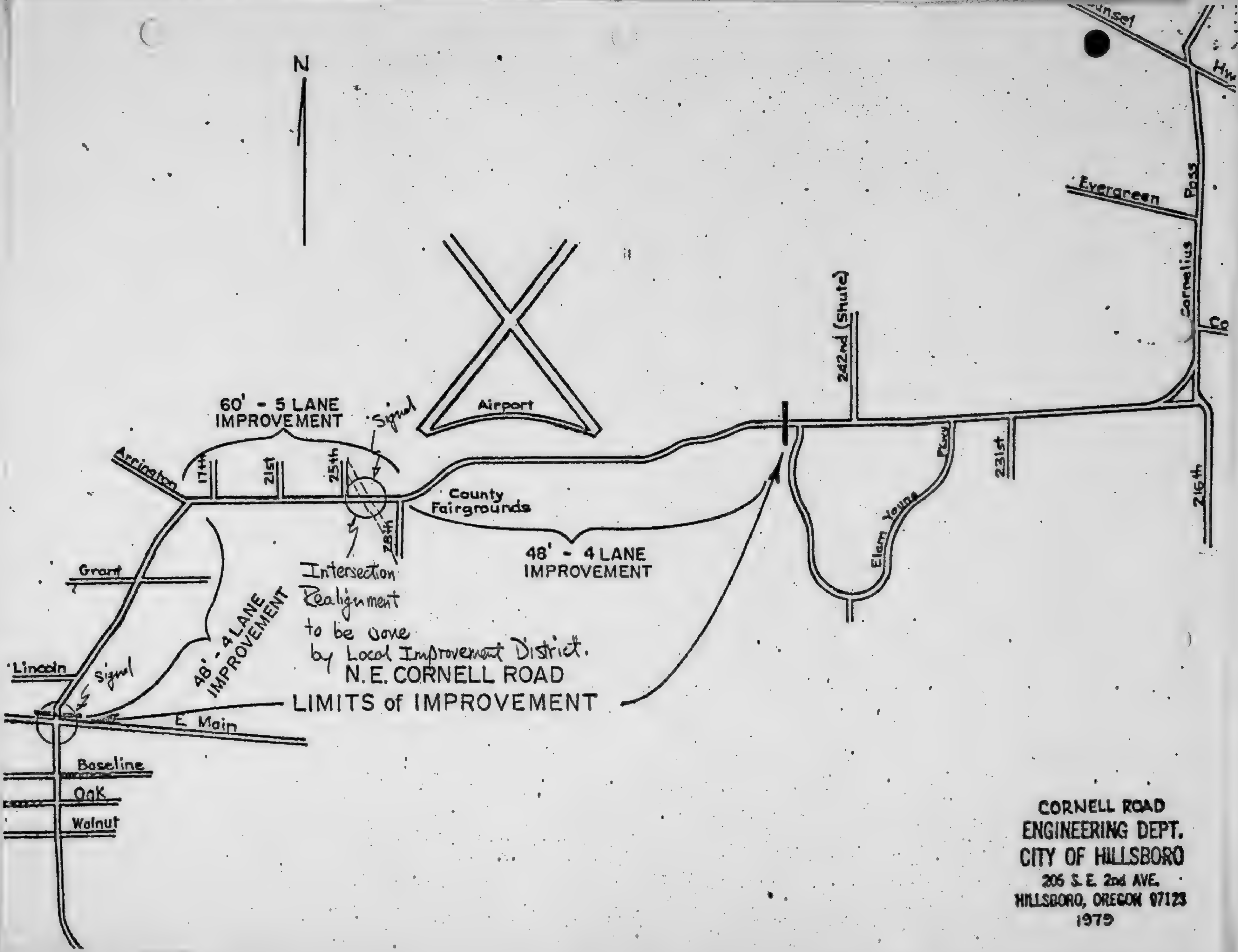
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

A cultural resource survey may be required.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

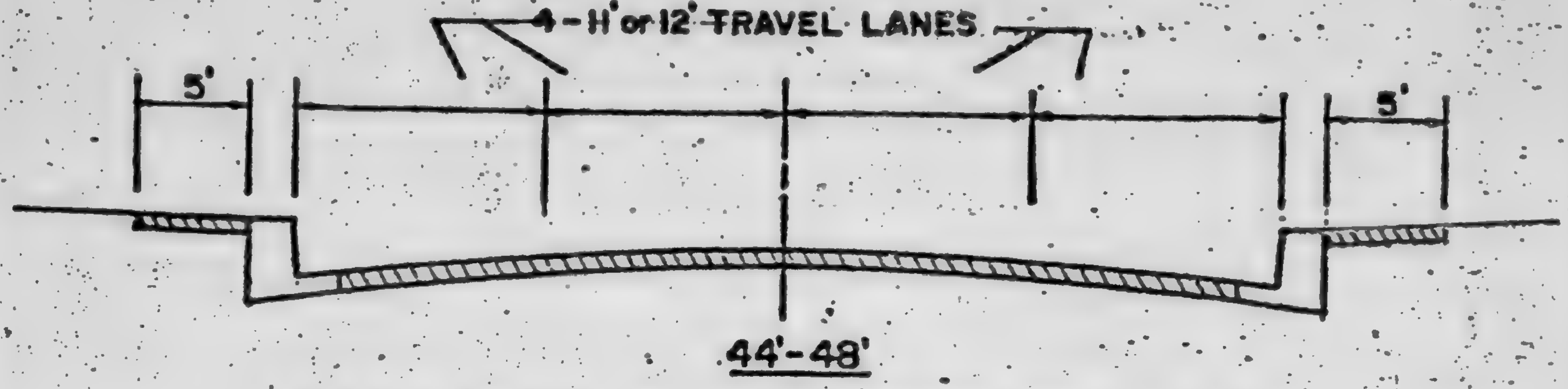
Noise and traffic impacts on existing single-family residences along portions of roadway improvement from E. Main to NE Arrington.

Name of Preparer and Phone Number: Reviewed and revised by Craig Markham (ODOT) 238-7438
Prepared by Bruce A. Warner, City Engineer 648-0820.

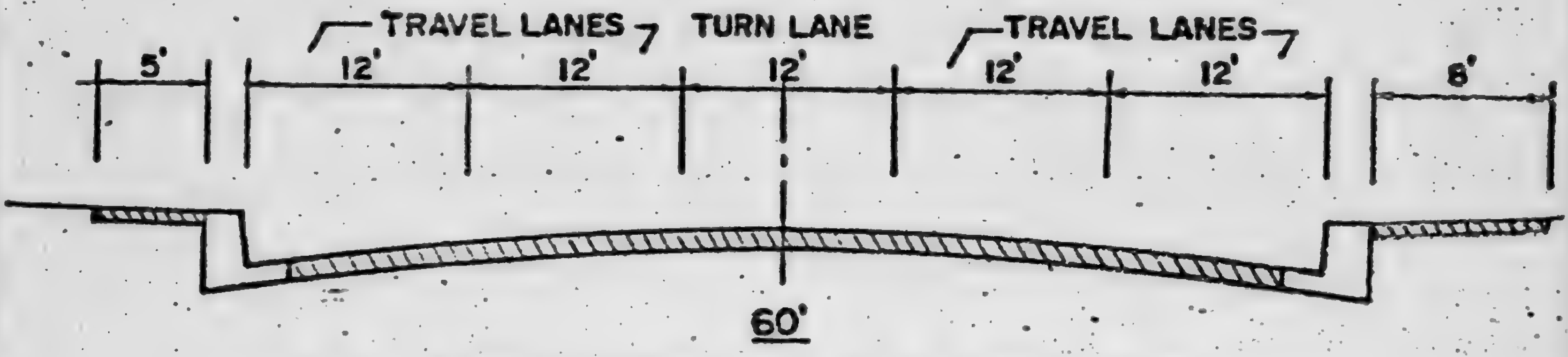

N
Sunset
Hw
Evergreen
Pass
Cornelius
Co
Airport
242nd (Shute)
60' - 5 LANE IMPROVEMENT
Signal
Arrington
17th
21st
25th
28th
County Fairgrounds
48' - 4 LANE IMPROVEMENT
Pkwy
Elam Young
231st
216th
Grant
Intersection Realignment to be done by Local Improvement District.
48' - 4 LANE IMPROVEMENT
Lincoln
Signal
N.E. CORNELL ROAD
LIMITS of IMPROVEMENT
E. Main
Baseline
Oak
Walnut

CORNELL ROAD
ENGINEERING DEPT.
CITY OF HILLSBORO
205 S. E. 2nd AVE.
HILLSBORO, OREGON 97123
1979

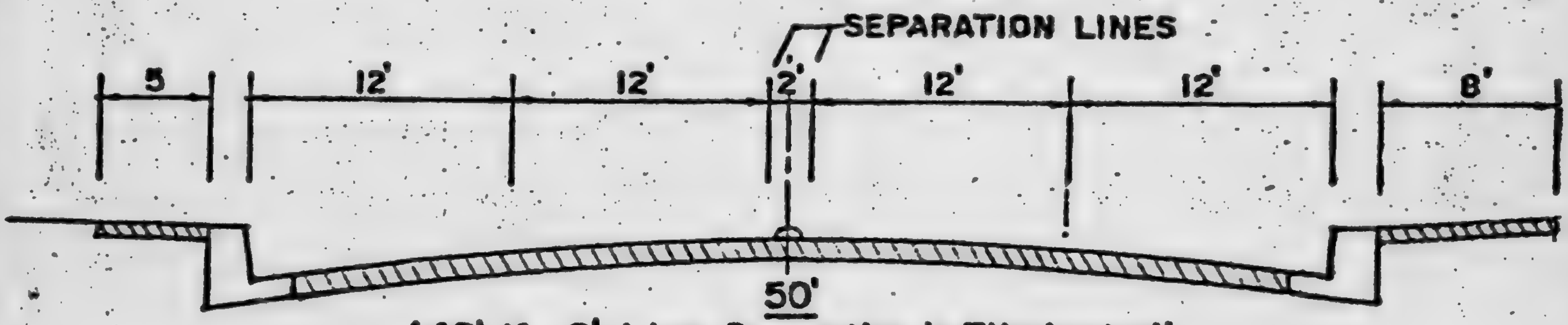
N. E. CORNELL ROAD


4-11' or 12' TRAVEL LANES
5'
5'
44'-48'

EAST MAIN to N. E. ARRINGTON AVE.


TRAVEL LANES
TURN LANE
TRAVEL LANES
5'
12'
12'
12'
12'
12'
8'
60'

N. E. ARRINGTON to N. E. 28th AVE.


SEPARATION LINES
5
12'
12'
2'
12'
12'
8'
50'

(48' if 2' Line Separation is Eliminated)

N.E. 28th AVE. to N. E. ELAM YOUNG PARKWAY

CITY OF HILLSBORO
OREGON

FIGURE 2.

1978 AVERAGE WEEKDAY TRAFFIC

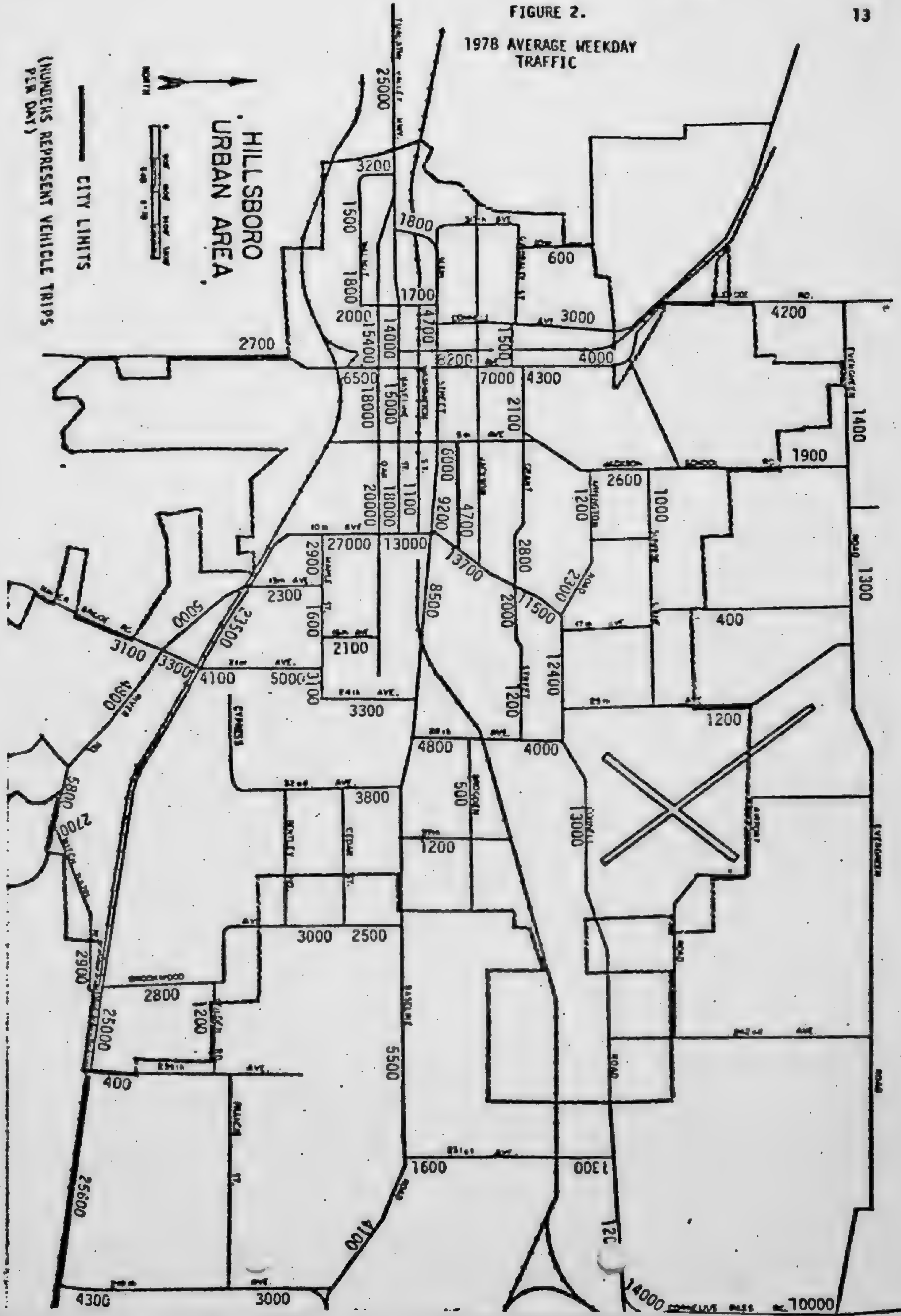

HILLSBORO URBAN AREA
NORTH
CITY LIMITS
(NUMBERS REPRESENT VEHICLE TRIPS PER DAY)
TUALATIN VALLEY HWY.
25000
3200
1500
1800
1800
1700
2000
14000
15400
4700
8200
1500
600
3000
4000
4200
2700
6500
18000
15000
7000
4300
2100
1400
1900
2600
1000
1200
20000
18000
1100
6000
9200
4700
2800
1300
27000
13000
2900
2300
1600
13700
2000
11500
2300
400
5000
23500
2100
3100
3300
4100
5000
3100
8500
12400
1200
4300
3300
1200
4800
4000
5800
2700
3800
500
13000
1200
3000
2500
2900
2800
25000
1200
5500
400
25600
1600
1300
4100
4300
3000
14000
10000
12C
EVERGREEN
ROAD
STREET
ST.
AVE.
BROOKWOOD
CYPRESS
CEDAR
BOXLEY
MAPLE
JACKSON
GRANT
OAK
BASELINE
WASHINGTON
MAIN
SCHOOL
CORNELIUS PASS RD.

FIGURE 6.
YEAR 2000 TRAFFIC ASSIGNMENT

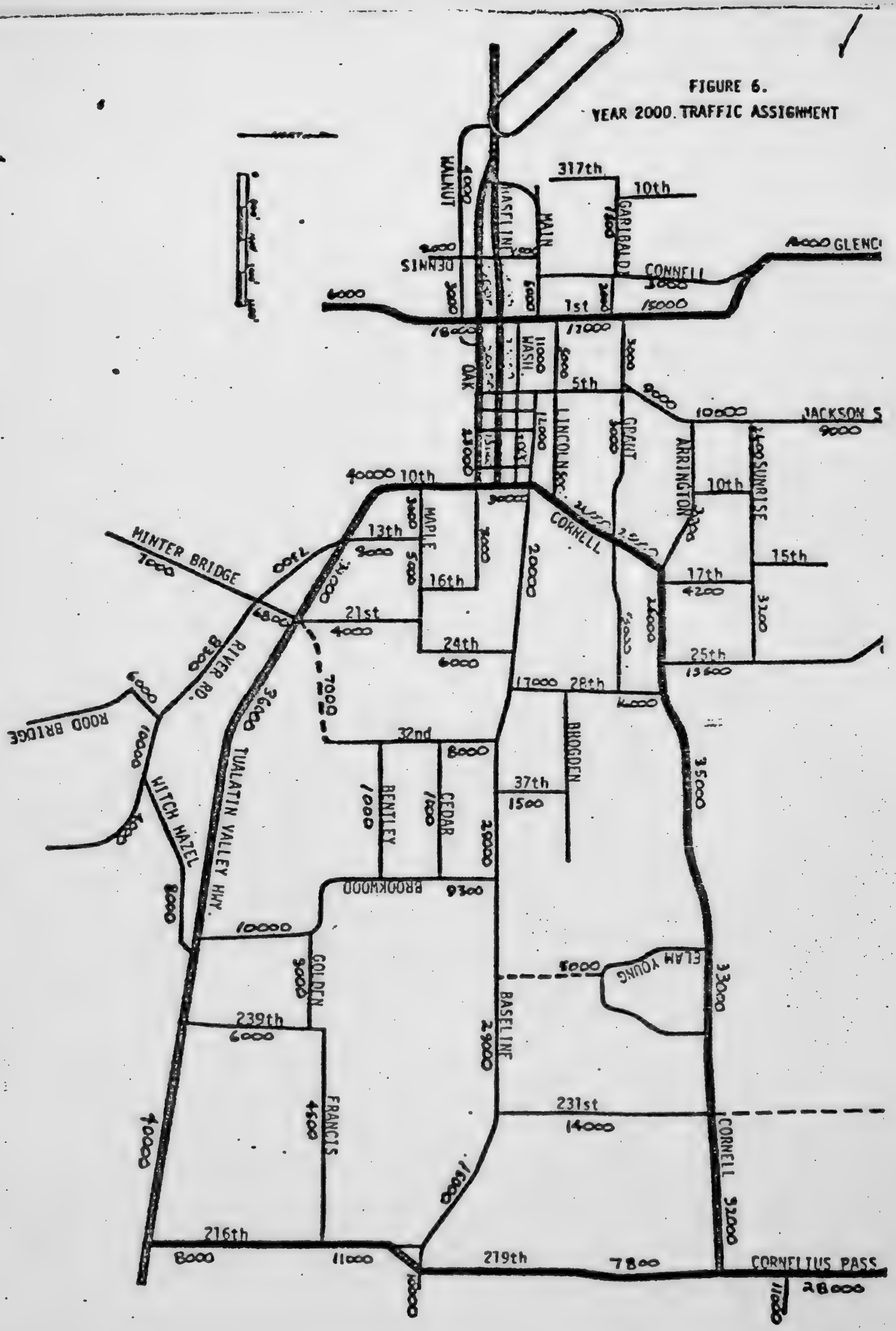
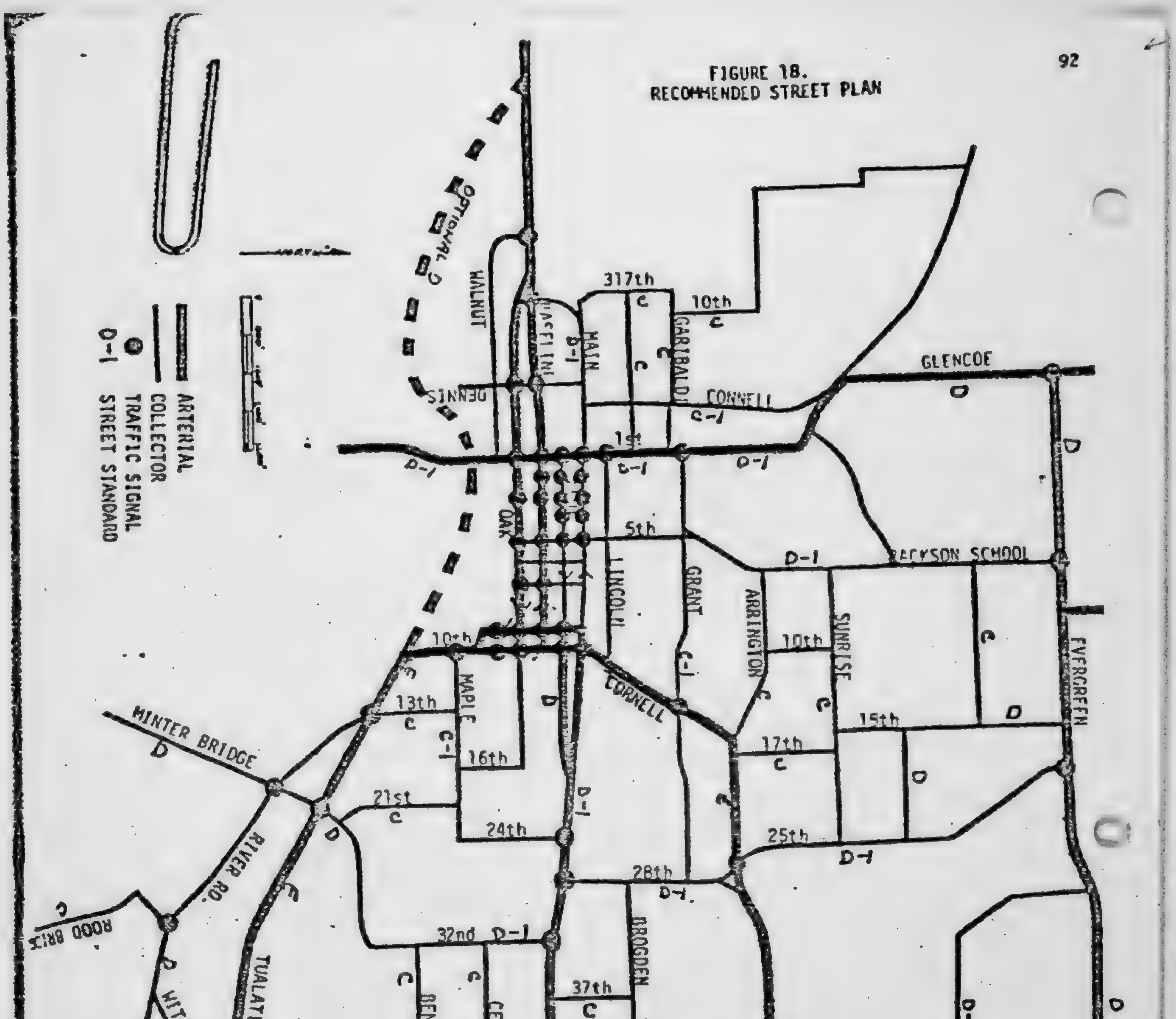
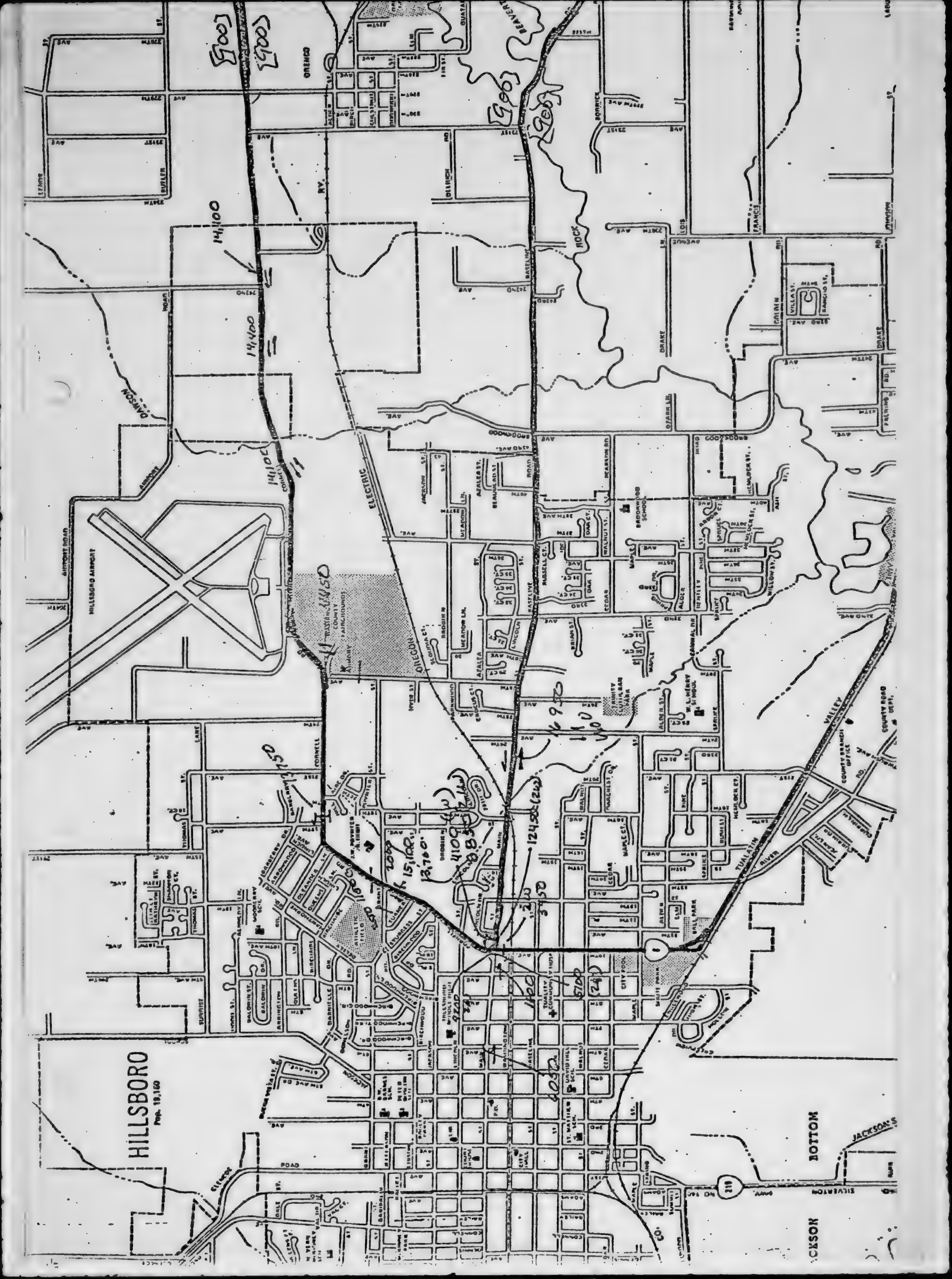
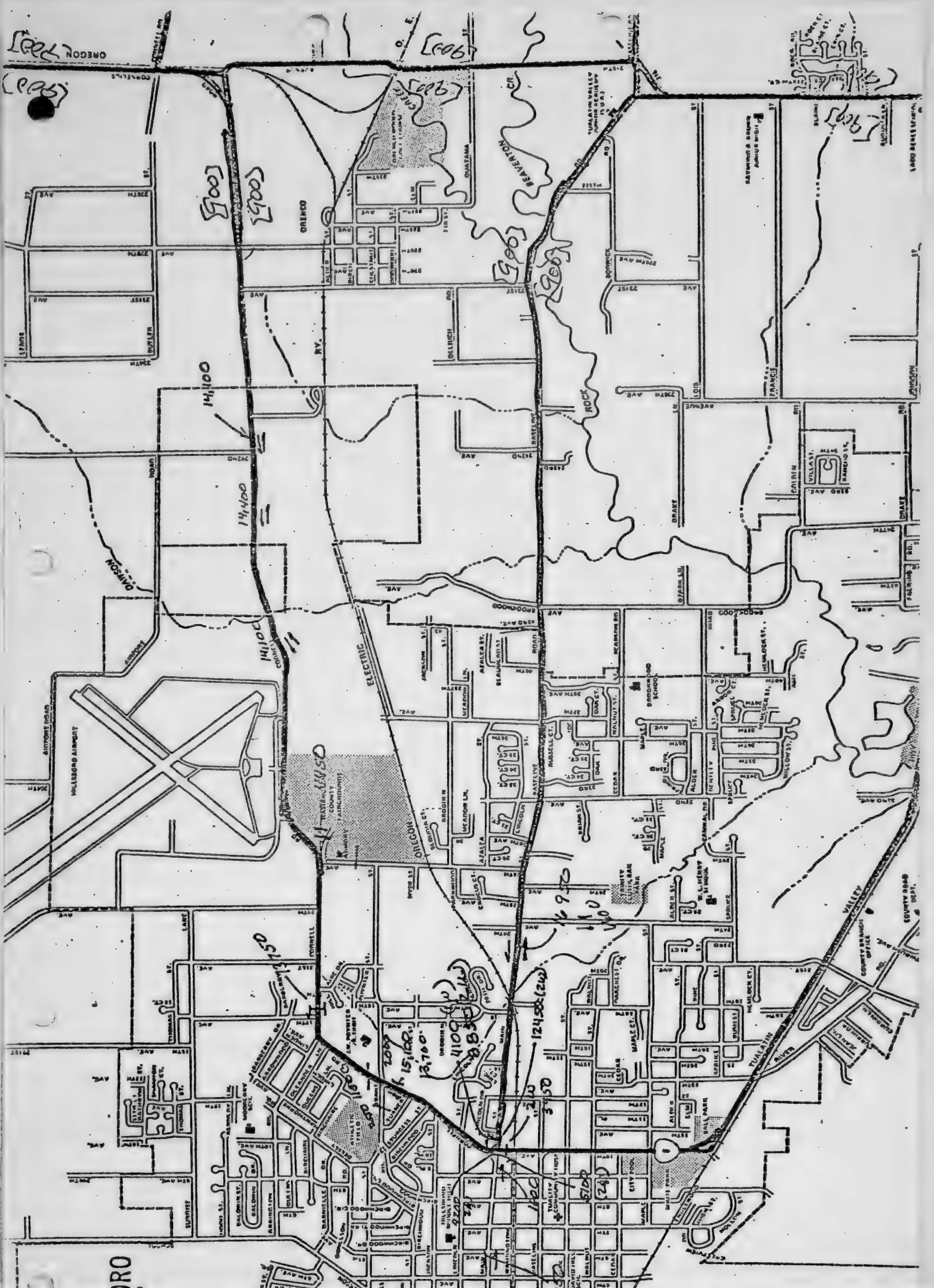

CORNELIUS PASS
28000
11000
7800
219th
10000
11000
216th
8000
40000
CORNELL
32000
231st
14000
33000
ELAM YOUNG
5000
BASELINE
29000
16000
FRANCIS
4600
239th
6000
GOLDEN
9000
10000
BROOKWOOD
9300
TUALATIN VALLEY HWY.
WITCH HAZEL
8000
10000
6000
ROOD BRIDGE
RIVER RD.
8300
36000
7000
32nd
8000
BENTLEY
1000
CEDAR
1100
20000
37th
1500
BROGDEN
35000
17000
28th
6000
25th
13600
3200
24th
6000
21st
4000
MINTER BRIDGE
7000
7300
16th
MAPLE
5000
13th
9000
20000
CORNELL
22000
17th
4200
15th
10th
SUNRISE
ARRINGTON
40000
10th
3000
LINCOLN
GRANT
3000
JACKSON S
10000
9000
5th
WASH.
11000
OAK
23000
1st
17000
15000
18000
6000
CONNELL
3000
DENNIS
GARIBALDI
1800
MAIN
BASELINE
WALNUT
4000
10th
317th
GLENCO

FIGURE 18.
RECOMMENDED STREET PLAN


ARTERIAL
COLLECTOR
TRAFFIC SIGNAL
D-1 STREET STANDARD
OPTIONAL D
WALNUT
BASELINE
317th
10th
GARIBALDI
MAIN
GLENCOE
DENNIS
CONNELL
1st
5th
OAK
LINCOLN
GRANT
ARRINGTON
SUNRISE
JACKSON SCHOOL
EVERGREEN
10th
MAPLE
CORNELL
13th
15th
17th
16th
MINTER BRIDGE
RIVER RD.
21st
24th
25th
28th
ROOD BRIDGE
32nd
BROGDEN
37th
BENTLEY
CEDAR
WITCH HAZEL
TUALATIN VALLEY HWY.
BROOKWOOD
ELAM YOUNG
GOLDEN
239th
231st
FRANCIS
216th
219th
CORNELIUS PASS
D
D-1
C
C-1
E


HILLSBORO
Pop. 18,160
HILLSBORO AIRPORT
COUNTY FAIRGROUNDS
OREGON ELECTRIC RY.
ORENCO
TUALATIN RIVER
TUALATIN VALLEY
JACKSON BOTTOM
ROCK CREEK
BEAVERTON
14,100
14,400
16,950
12,450
15,100
13,700
4100
9200
5100
4000


OREGON
[992]
[906]
[900]
[926]
ORENCO
BEAVERTON CR.
ROCK
ELECTRIC
OREGON
HILLSBORO AIRPORT
WASHINGTON COUNTY FAIRGROUNDS
ARMORY
BROADWOOD SCHOOL
TRINITY LUTHERAN
ATHLETIC FIELD
TUALITY COMMUNITY HOSP.
CITY POOL
BALL PARK
VALLEY
TUALATIN RIVER
COUNTY ROAD DEPT.
14,100
14,400
14,100
14,150
11,250
15,100
3,700
4100 (1w)
12,450 (2w)
1600
5100 (2w)
9200
ORO

Project East Main - East City Limits (Cornell Road)

Agency City of Hillsboro **Date** 10/7/80

Type of Project G-P-Signals-Signing-Illum

Funds SOS [✓ FAI-X] FAUS FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable: PE Agreement Only

	N/A	State	Applicant	Consultant
Major PE	( )	( )	(x)	( )
Monitor PE	( )	(x)	( )	( )
Field Survey	( )	( )	(x)	( )
Prepare Environmental Statements	( )	(x)	( )	( )
Review & Process Envir. Statements	( )	(x)	( )	( )
Public Hearings	( )	( )	(x)	( )
Citizen Involvement	( )	( )	(x)	( )
Action Plan Requirements	( )	( )	(x)	( )
Preliminary Design Plans & Specs.	( )	(x)	( )	( )
Prepare for Contract Bids	( )	(x)	( )	( )
Advertise, Let and Award	( )	(x)	( )	( )
Major Construction Engineering	(x)	( )	( )	( )
Lab Testing, Final Checking	(x)	( )	( )	( )
Utility Responsibility	(x)	( )	( )	( )
Maintenance After Completion	(x)	( )	( )	( )
Signal Maintenance	(x)	( )	( )	( )
Power Consumption	(x)	( )	( )	( )
Local Match	( )	( )	(x)	( )
Provide for Right-of-way Agreement		Yes	[✓ No]	

Construction by Contract ( ) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (x) Construction ( ) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks: The construction and right-of-way agreement will be prepared at a later date.

TO: G.L. Green
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
Street, E. Main St., NE 2.5 mi. (Hillsboro) "E Main St.-ECL (Hillsboro) Sec."	823	10066	IX-9022(6)	9022	Street

Access Control None Parking Restrictions Partial System Revision None

Airports (within 2 Mi.) Hillsboro Airport ROW 60' min.

Water Development None Recreation & Historical Areas None

Washington 067 (I-80N Transfer)

A-95 Review:

PNRS #8011-2-240

State Cl. Ho. .... Exempt___ Date Approved________

Dist. 2 Cl. Ho. ..... Exempt___ ~~Date~~ XXXX Approved for in MSD TIP No Reply___

Project Environmental Assessment: FHWA Concurrence Dated 9/17/80

Major/Significant___(EIS) Major/Non-significant___(Neg.) Non-major___(None)

1-EIS___ 2-Draft Assessment & FONSI X 3-Categorical Exclusion___

Notes: (1) Project in Congressional District 1.

(2) Included in MSD FY '81 AE/TIP on page 138, No. 112.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases *
___All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

*In accordance with Oregon Action Plan, Federal Regulations & Statutes.

Est. Proj. Cost:	
TEC NTE	$ 180,000
FF	$ 153,000
STATE	$ ---
City	$ 27,000

For PR-37:	
Field Phase	$ 135,000
PS&E Phase	$ 45,000
	85%

REMARKS: 1) Attached is a copy of "Authority for Survey" and project maps.
2) Request based on November 5, letter to you from Mr. F.B. Klaboe, Director of Department of Transportation.

JLG:bke

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
11-18-80	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

cc: GARY ZGUNER

Form ~~[illegible]~~ 9-71)

15-12

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section E. Main St. - East City Limits (Hillsboro)
Highway N.E. Cornell Road
County Washington

Date February 13, 1981
Authorization No. 1 (Revised)
Survey Prefix 334-1901 (Assigned by Salem office)

Description of termini, route, length, etc.: The westerly terminus is at the intersection of NE Cornell Rd. and E. Main St. The easterly terminus is at NE Elam Young Parkway Intersection. The route follows the existing alignment and the overall length is 2.3 miles.

Proposed: Reconstruct existing 2-lane roadway to a curbed 4-lane with turn lanes at intersections and developed commercial area. A bike/ped pathway will be included with curbs and storm drainage system. Install two signals.

Purpose of survey: City of Hillsboro staff to perform field survey, prepare plans and estimates. State to monitor PE, prepare environmental document, acquire R/W, review plans and complete PS&E.

This authorization is intended to fund P.E. during federal fiscal year 1981.

Estimate of cost: Const. $1,920,000
FUNDING: FAIX (Mt. Hood Transfer)
CATEGORY: 2

IX-9022 (6)
2-5-81

		Estimate of Cost
Field Survey	(901)	3,000
Citizen Participation	(902)	
City or County	(903)	90,800
Consultant	(904)	
Final Design	(905)	
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	1,000
Traffic	(911)	500
Landscape	(912)	
Liaison R/W	(913)	2,000
Utility	(914)	100
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	100
Specifications	(921)	
Administrative Services	(922)	100
Environmental	(923)	20,000
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
APR 6 1981
LOCATION SECTION

~~Total~~ Partial estimated cost of survey	$ 117,600
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Field Engineer
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

Regional Engineer
DONALD R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*20604-734

WP

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: October 22, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 10066
Project No. IX-9022(7)
E. Main St.-ECL (Hillsboro) Section
Washington County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way maps 10C-52-1 & 9B-21-21 for the subject project.

I request authorization to proceed with the actual acquisition of the right-of-way all phases at an estimated total cost of $600,000 with an obligation of $510,000 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way maps and does not involve relocation assistance.

This request is based on the November 5, 1980 letter to you from the Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 conclusion was previously forwarded.

CL:bks
Enc.
cc: J. Boyd
F. Lowe
E. Mershon
General Files
Zehner

Form 734-3122

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

Budget Bureau No. 41-R2067; App

U.S. DEP
BU

October 22, 1982

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., E. Main St., N.E. 2.5 mi. (Hillsboro) 65	ADT	PRESENT 15,000	FUTURE ----- (66) (70)	YEAR ---- (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Right-of-Way Acquisition 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (71)	DA AREA (72) (72)	EMERG. YR. (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) 14 IX- 23	NUMBER 9022 7	SEC (7)

CARD 4	CLASS OF FEDERAL FUNDS Interstate Transfer Grants	COUNTY NAME Washington	CODE 067 (14) (16)
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID 9022 (32) · STATE City St. (36) · U.S. (37) ----- (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City
1	(14-15)	(16	41	42	43 48	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW		"E. Main St.- ECL (Hillsboro) Section"	2.3	600,000	(I-80N) 510,000	----	90,000
5					CONST (CODE)							

ROW-
Acce
Park
comp

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	2.3 (16)	600,000 (23)	510,000 (24) (33)	----	90,000
1	14	PROGRAM APPROVAL DATES 10-1-80						

REMARKS
Additional Data: Item 10066; Project
IX-9022(6).

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

October 22, 1982

PROJECT LOCATION (45 typewriter spaces) City St., E. Main St., N.E. 2.5 mi. (Hillsboro)	**ADT**	PRESENT 15,000	FUTURE -----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 580	ITEM NO. 10066

OSED WORK (35 typewriter Acquisition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) IX-	NUMBER 9022	SEQ. NO. (7)	I. Projects Only: POST MI.	DESIG.

FUNDS Interstate Transfer Grants	COUNTY NAME Washington
CODE 067	
A Portland	ROUTE NO. U
FEDERAL-AID 9022	STATE City St.
U.S. -----	PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW		"E. Main St.- ECL (Hillsboro) Section"	2.3	600,000	(I-80N) 510,000	----	90,000	
CONST (CODE)								ROW-60' minimum; Access Control-none; Parking Restrictions-complete.
D BY C.L.		PROJECT TOTALS	2.3	600,000	510,000	----	90,000	

APPROVAL DATES
10-1-80

REMARKS
Additional Data: Item 10066; Project IX-9022(6).

-Over

USCOMM DUSCOMM-DC 48805-P61

E. Main St.-ECL (Hillsboro) Section
Project No. IX-9022(7)

Project Data: Work consists of right-of-way acquisition all phases for the future construction necessary to widen the existing facility to provide for 4 travel lanes with sidewalks each side and a bikeway each side from 28th Ave. to the East City Limits.

23 CFR-771 Requirements: Finding of No Significant Impact approved by FHWA on August 27, 1982.

FHPM 7-7-5 Requirements:

a) Public Hearings ----- Held on June 15, 1982.
b) Location/Design ----- Approval granted by adoption of the FONSI.

Note: 1) The project is in Congressional District No. 1.
2) No relocation assistance involved.
3) Included in FY '83 MSD TIP A/E Page 130 Item No. 163.

CON

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. H. Moehring, PE
Program Management Engineer

DATE: August 19, 1982

FROM: F. C. Lowe F C Lowe
Condemnation/Federal-Aid Coordinator

SUBJECT: East Main St.-Hillsboro
E.C.L. Section
Cornell Road
Washington County
FAP No. IX-9022(6)

We have received 21 files on the above FAI-X project that is scheduled for a 2nd quarter 1985 letting. The acquisition of this right-of-way is estimated at $600,000 and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers Files 52920 through 52940 as shown on maps 9B-21-21 and 10C-52-1.

FCL:jh
attach.

Contains Recycled Materials

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☒
SHM ☐ MJK ☐ DNH ☐
AUG 19 1982
REFERRED TO
FOR
FILE: PM FA LG.

PRO 6-2

Date: October 22, 1982

To: Executive Department
Federal-Aid Coordination Unit

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
10066	IX-9022(7)	E. Main St.-ECL (Hillsboro) PNRS #8011-2-240 OR 820518-060-2 EA.

CL:bks
Attachment
cc: Dale E. Wilken, FHWA
General Files

Budget Bureau No. 41-R2067; Approval Ex

U.S. DEPARTME
BUREAU O

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

October 22, 1982

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 City St., E. Main St., N.E. 2.5 mi. (Hillsboro)	ADT	PRESENT 15,000	FUTURE (66) (70) -----	YEAR (71) (72) ----	REGION 10	STATE NAME Oregon	STATE CODE (2) 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62 Right-of-Way Acquisition	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	OA CLASSIF. (70)	OA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 IX-	NUMBER 7 9022	SEQ. NO. (7)

CARD 4	CLASS OF FEDERAL FUNDS Interstate Transfer Grants	COUNTY NAME Washington			CODE (14) (16) 067	P
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID 9022 (32)	STATE City St. (36)	U.S. (37) (41) -----	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City	CHA PRO (Fu
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE								
5					ROW		"E. Main St.- ECL (Hillsboro) Section"	2.3	600,000	(I-80N) 510,000	----	90,000	
5					CONST (CODE)								ROW-60' Access Parking complet

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	2.3	600,000	510,000	----	90,000	
1	14	PROGRAM APPROVAL DATES 10-1-80			(16) (23)	(24) (33)	REMARKS Additional Data: Item 10066; Project IX-9022(6).		

USCOMM D

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

October 22, 1982

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., E. Main St., N.E. 2.5 mi. (Hillsboro)		15,000	-----	----	10	Oregon	41	580	10066

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
y Acquisition								IX-	9022	(7)		

FUNDS: Interstate Transfer Grants

COUNTY NAME: Washington

CODE: 067

PROGRAM STAGE: ☐ 1 OR ☐

REA: Portland

ROUTE NO.: U

FEDERAL-AID: 9022

STATE: City St.

U.S.: -----

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW		"E. Main St.- ECL (Hillsboro) Section"	2.3	600,000	(I-80N) 510,000	----	90,000	
CONST (CODE)								ROW-60' minimum; Access Control-none; Parking Restrictions-complete.
PROJECT TOTALS			2.3	600,000	510,000	----	90,000	

RED BY: C.L.

AM APPROVAL DATES: 10-1-80

REMARKS
Additional Data: Item 10066; Project IX-9022(6).

-Over

USCOMM DUSCOMM-DC 48903-P61

E. Main St.-ECL (Hillsboro) Section
Project No. IX-9022(7)

Project Data: Work consists of right-of-way acquisition all phases for the future construction necessary to widen the existing facility to provide for 4 travel lanes with sidewalks each side and a bikeway each side from 28th Ave. to the East City Limits.

23 CFR-771 Requirements: Finding of No Significant Impact approved by FHWA on August 27, 1982.

FHPM 7-7-5 Requirements:

a) Public Hearings ----- Held on June 15, 1982.
b) Location/Design ----- Approval granted by adoption of the FONSI.

Note: 1) The project is in Congressional District No. 1.
2) No relocation assistance involved.
3) Included in FY '83 MSD TIP A/E Page 130 Item No. 163.

October 27, 1982

Bruce A. Warner, P.E.
City Engineer
City of Hillsboro
205 S.E. Second Avenue
Hillsboro, OR 97123

Dear Mr. Warner:

We have submitted a program to the Federal Highway Administration for approval of the Right-of-Way acquisition phase on the E. Main St.-East City Limits section of Cornell Road. The City share of the R/W phase is hereby requested and is computed as follows:

Estimated R/W Cost	$600,000
Less Federal Funds	-510,000
CITY SHARE	$ 90,000

Please submit your advance deposit of $90,000 in accordance with one of the three options described on the attached sheet.

Very truly yours,

D. E. Swan, P.E.
Program Control Engineer

GEZ:pf
Attachment

bcc w/AD # 82-85: Jon Rose, Region 1
Ken Rolfe, Region 1 R/W
Vern Skoog - Please return completed AD # 82-85 when advance deposit is received.

1846

City Of Hillsboro

205 S.E. Second Ave. □ 648-0821 □ Hillsboro, Oregon 97123

November 2, 1982

Oregon State Department of
Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Attn: Mr. D.E. Swan, P.E.
Program Control Engineer

Re: Local Share of Right-of-way Funds for the Improvement of N.E. Cornell Road from East Main to the City Limits.

Dear Mr. Swan,

I am in receipt of your October 27, 1982 letter to me regarding the need for an advance deposit of $90,000 for the necessary right-of-way to improve N.E. Cornell Road. Please be advised that the total estimated right-of-way cost of $600,000 is no longer the correct amount. Of the $600,000 total, approximately $320,600 was for the purchase of right-of-way from three public agencies. These are as follows:

Port of Portland	$174,000
Hillsboro High School District	$ 74,500
Washington County	$ 72,100

I have been working closely with these agencies and have secured a dedication deed from the High School District. A copy of this deed is attached. I further expect that within the next two weeks I will have right-of-way dedications from both the Port of Portland and Washington County. There have been some design considerations which have slowed down the submittal of dedication deeds from these two properties but I feel confident that both properties will be dedicated. Thus, I would advise that your total right-of-way estimate be reduced to the figure of $279,400. For a simplistic estimated purposes I would call $280,000 of which the local share would be then $42,000.

A letter of credit will be transmitted to you as soon as one is prepared by our bank and approved by the City Finance Committee.

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
NOV 4 1982
REFERRED TO
FOR
FILE: PM FA LG.

I will assure you that the City does have funds available and will have no problem with meeting the local match of the right-of-way acquisition. If you have any additional questions or concerns please contact me.

Sincerely,

Bruce A. Warner, P.E.
City Engineer

BAW/jh
cc: Earl Mershon, Milwaukie
Gary Zehner, Salem
file

82-27147

DEDICATION DEED

KNOW ALL MEN BY THESE PRESENTS, that UNION HIGH SCHOOL DISTRICT NO. 3 JOINT - 8 JOINT, WASHINGTON AND YAMHILL COUNTIES, Grantor, for value received, does hereby grant, bargain, sell and convey unto the public for street purposes only, the following described real property situated in Section 32, Township 1 North, Range 2 West of the Willamette Meridian, City of Hillsboro, Washington County, Oregon, more particularly described as follows:

(See Exhibit A, attached)

To Have and to Hold, the above described and granted premises for the purposes hereinbefore set forth unto the public forever, subject to the following conditions:

1. This deed shall become null and void upon December 31, 1984 if construction of proposed improvements in Cornell Road has not begun by that date.

2. This deed shall become null and void upon December 31, 1984 if Port of Portland has not granted to the public by that date either a dedication deed or a perpetual roadway easement for improvement of Cornell Road over each of the following described tracts:

   1) North side of Cornell, from N.E. 25th Avenue easterly to east boundary of Port property;

   2) South side of Cornell, from N.E. 28th Avenue westerly to west boundary of Port property;

   3) South side of Cornell, from east boundary of Washington County Fairgrounds easterly to east boundary of Port property.

3. This deed shall become null and void upon December 31, 1984 if Washington County Fair Board has not granted to the public by that date either a dedication deed or a perpetual roadway easement for improvement of Cornell Road from N.E. 28th Avenue easterly to the east boundary of the fairgrounds tract.

4. This deed shall become null and void if any assessment is made against the Grantor herein for the proposed improvement of Cornell Road.

IN WITNESS WHEREOF, We have hereunto set our hands and seals this 1st day of October, 1982.

Lane E. DuBose

Lane E. DuBose, Superintendent
645 N.E. Lincoln
Hillsboro, OR 97123

STATE OF OREGON) ss
County of Washington)

On this 1st day of October, 1982, before me, the undersigned a Notary Public in and for said County and State, personally appeared the within named Lane E. DuBose who is known to me to be the identical individual described in and who executed the within instrument and acknowledged to me that he executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Donna G. Berget

Notary Public for Oregon
My Commission Expires: 1-28-83

The undersigned, being the duly constituted and acting City of Hillsboro, Oregon, Planning Commission, do hereby approve the foregoing dedication of lands for roadway purposes as therein set forth.

Dated this 12th day of October, 1982.

CITY OF HILLSBORO PLANNING COMMISSION

President

EXHIBIT A: 2-PAGE DESCRIPTION OF SCHOOL DISTRICT DEDICATION FOR CORNELL ROAD IMPROVEMENT.

Tract A: Beginning at the intersection of the centerline of N.E. Oleander Lane and the centerline of County Road 1418 (Cornell Road) as shown on plat of OAKHILL ADDITION TO CORNELL PARK:

thence 40° 00'20" North, along the centerline of County Road 1418, 25.9 feet;

thence 130° 00'20" North, at right angles to the previous course, 30.00 feet to the southeast right-of-way line of County Road 1418, and the TRUE POINT OF BEGINNING of the tract to be herein described;

thence continuing 130° 00'20" North 17.00 feet;

thence 224° 00'35" North, 165.00 feet, more or less, to the northeast boundary of that tract of land described in deed to Carl B. Kelly and Mary E. Kelly, husband and wife, by Document 79 027189, recorded July 11,1979 in Deed Records of Washington County;

thence northwesterly along said boundary 5.5 feet, more or less, to the southeast right-of-way line of County Road 1418;

thence 40° 00'20" along said right-of-way line 165.0 feet, more or less, to the TRUE POINT OF BEGINNING:

being a portion of Tax Lot 1N2 32 900, and containing 1,853 square feet, more or less.

Tract B: Beginning at the TRUE POINT OF BEGINNING of Tract A, above;

thence 130° 00'20" North 17.00 feet;

thence 40° 00'20" North, parallel with the centerline of County Road 1418, 99.00 feet to the beginning point of a curve to the right, having a radius of 239.00 feet;

thence northeasterly along said curve 42.0 feet, more or less, to the west boundary of the tract of land described in deed to Randall P. Adams, recorded as Document 81026892 in Deed Records of Washington County, Oregon;

thence northerly along said west boundary 37.00 feet, more or less, to the southerly right-of-way line of County Road 1418;

thence southwesterly along said right-of-way line 210.00 feet, more or less, to the point of beginning;

being a portion of Tax Lot 1N2 32 900, and containing 3,857 square feet, more or less.

Tract C: Beginning in the south right-of-way line of County Road 1418, and in the east boundary of Parcel 2 of that land described in deed to UNION HIGH SCHOOL DISTRICT NO. 3 JOINT-8 JOINT, WASHINGTON AND YAMHILL COUNTIES, recorded in Book 800, page 844, Deed Records of Washington County;

1-18-82

thence southerly along said east boundary 17.00 feet to a point that is 47.00 feet southerly from the centerline of County Road 1418, when measured normally thereto;

thence 271° 57' 10" North, parallel with the centerline of County Road 1418, 116.0 feet, more or less, to the projection of the centerline of N.E. 17th Avenue;

thence continuing 271° 57' 10" North, parallel with the centerline of County Road 1418, 243.11 feet to the beginning point of a curve to the left, having a radius of 239.00 feet;

thence westerly along said curve 47.0 feet, more or less, to the east boundary of that tract of land described in deed to Randall P. Adams, recorded as Document 81026892 in Deed Records of Washington County, Oregon;

thence northerly along said east boundary 23.00 feet, more or less, to the southerly right-of-way line of County Road 1418;

thence easterly along said right-of-way line 404.7 feet, more or less, to the point of beginning;

being portions of Tax Lots 1N2 32 801 and 900, and containing 6,383 square feet, more or less.

Tract D: Beginning in the centerline of County Road 1418, and in the centerline of N.E. Grant Street (refer to plat of NORTHEAST GRANT STREET, in Washington County Plat Records);

thence 92° 23' 05" North along the centerline of N.E. Grant Street and along the semi-tangent of a curve to the left, 75.00 feet;

thence 02° 23' 05" North (at right angles to previous course) 40.0 feet, more or less, to the northerly right-of-way line of N.E. Grant Street, as defined by plat named above, and the TRUE POINT OF BEGINNING;

thence continuing 02° 23' 05" North 21.00 feet, more or less, to a point that is 43.00 feet southeasterly from the centerline of County Road 1418, when measured normally thereto;

thence 27° 56' 05" North, parallel with the centerline of County Road 1418, 21.00 feet, more or less, to the southerly boundary of that tract of land described in deed to Wilbur Foreman and Erma Foreman, husband and wife, recorded in Book 319, page 156, Deed Records of Washington County;

thence westerly along said boundary 14.00 feet, more or less, to the southeasterly right-of-way line of County Road 1418;

thence southeasterly along said right-of-way line and along the northerly right-of-way line of N.E. Grant Street, 52.00 feet, more or less, to the TRUE POINT OF BEGINNING;

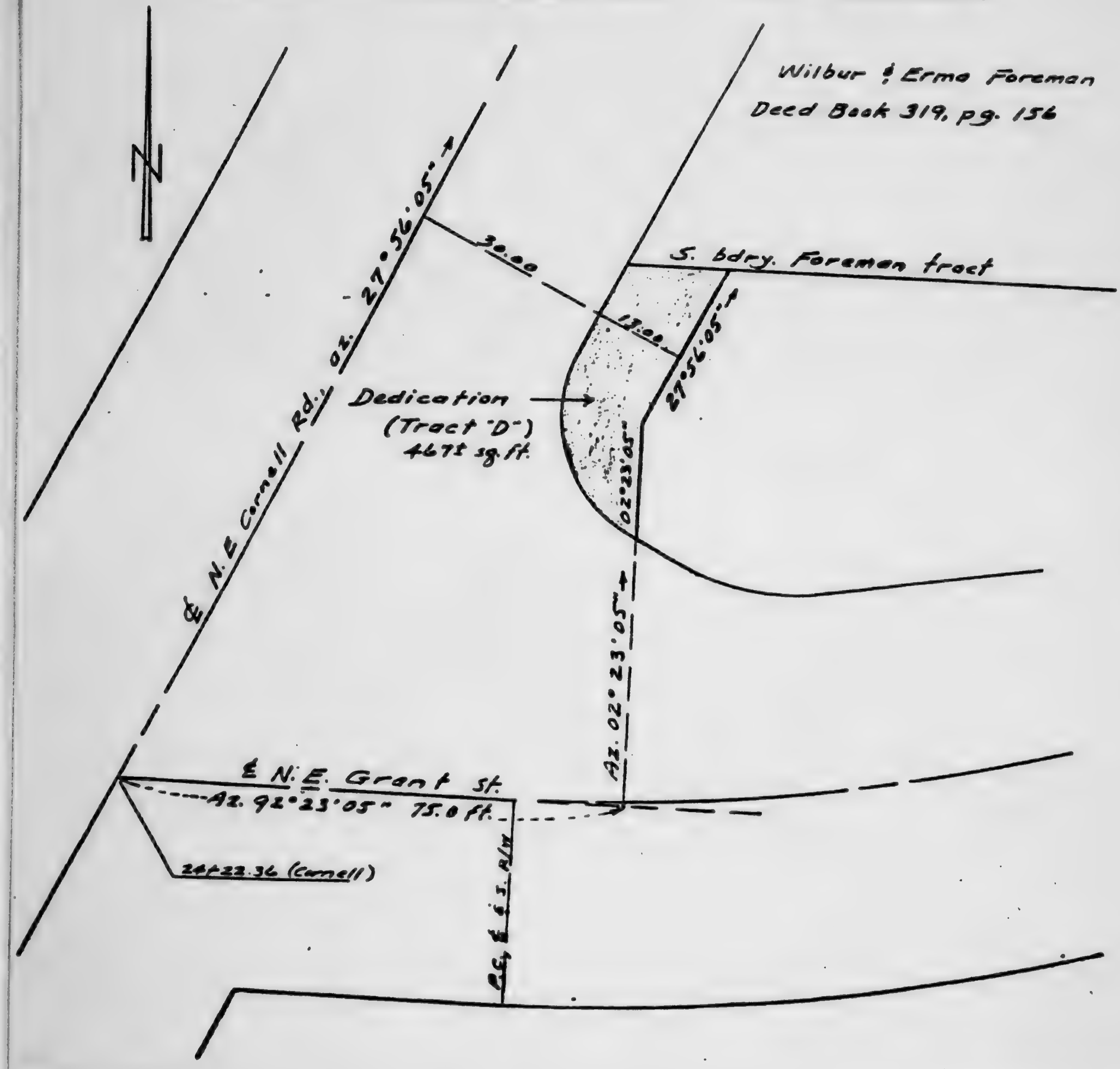
being a portion of Tax Lot 1N2 32 900, andcontaining 467 square feet, more or less.

1-18-82

PLAT OF STREET DEDICATION

IN THE CITY OF HILLSBORO, OREGON

Project Cornell Road Improvm't
Tax Lot IN 2 32 900
1/4 Sec. NW 1/4 Sec. 32, T 1 N., R. 2 W., W.M.
Street Cornell Road Scale 1" = 20'


N
Wilbur & Ermo Foreman
Deed Book 319, pg. 156
S. bdry. Foreman tract
30.00
17.00
27°56'05"
Dedication
(Tract "D")
467± sq. ft.
02°23'05"
℄ N.E. Cornell Rd., Az. 27°56'05"
Az. 02°23'05"
℄ N.E. Grant St.
Az. 92°23'05" 75.0 ft.
24+22.36 (Cornell)
P.C. ℄ & S. R/W

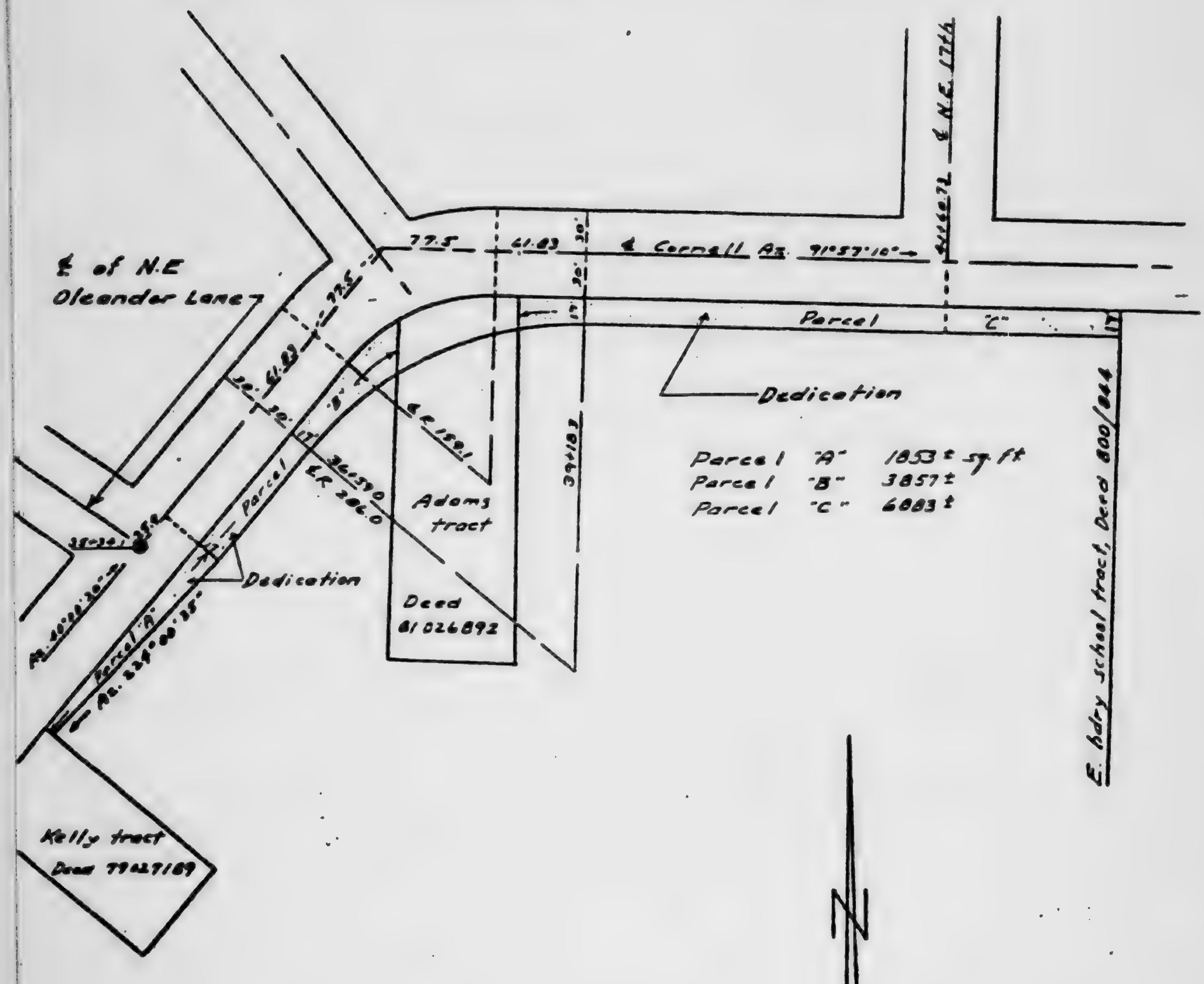
PLAT OF STREET DEDICATION
IN THE CITY OF HILLSBORO, OREGON

Project Cornell Road Improvm-t

Tax Lot 1N 2 32 900, 801

1/4 Sec. N.W. 1/4 Sec. 32, T. 1 N., R. 2 W., W.M.

Street Cornell Rd. Scale 1" = 100'


℄ of N.E Oleander Lane
77.5
41.83
20'
20'
℄ Cornell Az. 91°57'10"
℄ N.E. 17th
N 44+0.72
17'
Parcel "C"
17'
Dedication
77.5
41.83
20'
20'
17'
"B"
E R 150.1
36+59.0
E.R. 306.0
Parcel
25.0
35+34.1
17'
Dedication
Az. 40°00'30"
Parcel "A"
Az. 224°00'35"
Adams tract
Deed 81 026892
39+18.3
E. bdry school tract, Deed 800/844
Kelly tract
Deed 79 029189
N

Parcel "A" 1853± sq. ft
Parcel "B" 3857±
Parcel "C" 6883±

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Washington County

SEE INSTRUCTIONS ON REVERSE

SECTION East Main Street-East City Limits (Hillsboro) NE Cornell Road FAU 9022	KEY ID#
	REGION 1

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	3	334-1901	12/1/82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 4,000	915 AUDITS	$	$ 400	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		122,000	918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		7,000
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		3,000	923 ENVIRONMENTAL SECTION		23,000	950 TRAINING		
910 REGION GEOLOGIST		2,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		4,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		5,000
913 RIGHT-OF-WAY LIAISON		2,000	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		100	932 RAILROAD & UTILITIES		100			

RIGHT-OF-WAY PREFIX	TOTALS	$180,000 | $180,000
	PREVIOUS AUTHORIZATION	$176,600
FEDERAL AID PROJECT NUMBER IX-9022(6) 8/27/82	ADD. AUTH. REQUIRED	$ 3,400

LOCATION ENGINEER'S REMARKS

FONSI approved 8/27/82. Work approved through P.S.E. Doc.

To bring up authority to FHWA approval.

PREPARED BY P. V. Lewellyn	DATE 12/1/82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Wendell E. [illegible]	DATE 12/6/82
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X [illegible]	DATE [illegible]
RECOMMENDED, LOCATION ENGINEER X Frank E. [illegible]	DATE 12/2/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☒
DEC 10 1982

REFERRED TO ____________
FOR ____________
FILE: FM FA LG.

REVISED

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: East Main St. - ECL (Hillsboro)	Date March 8, 1983
Highway: Cornell Road	Twenty Year Traffic Coefficient 10.0
County: Washington	18 kip EAL's per day 346
Prefix: 334-1901	R Value 7
Project Manager:	Frost Penetration ---
	CBE Total Requirement 33.0"

STRUCTURAL SECTION

NEW WORK

Sta. 0+00 to Sta. 35+00 (Widening)

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0"
2.0"	A.C. Wearing Surface - Class "C"	4.0"
6.0"	A.C. Base - Class "B"	12.0"
14.0"	Aggregate Base	14.0"
23.5"		33.0"

Sta. 35+00 to Sta. 128+00

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0"
4.0"	A.C. Wearing Surface and Base - Class "C"	8.0"
12.5"	Treated Base	22.5"
18.0"		33.5"

EXISTING ROADWAY

Sta. 0+00 to Sta. 35+00 (Width 40'±)

ACTUAL THICKNESS	COMPONENT
1.5"	A.C. (Final Stage)
2.0"	A.C. Overlay, plus 1.0" allowance for leveling.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Project Coordinator
D. E. Swan ✓

78.16.

IX-9022(7)
8-1-83

CITY OPTIONS

Approved for Closing

CITY OF HILLSBORO 334-2540

E. Main Street-Hillsboro ECL-Cornell Road

52922	Gentzkow, Howard & Jeannie Marie	$11,360.00 ✓
52929	Karpow, Effie	$15,725.00 ✓
52934	Wetter, Douglas S. and Spitznagel, Carl W.	$ 6,100.00 ✓
	Reported March 11, 1983	
-	-	-
52925	First Interstate Bank of Oregon	$ 2,325.00 ✓
	Reported April 1, 1983	
-	-	-
52936	Adams, Randall P.	$ 5,700.00 ✓
	Reported April 22, 1983	
-	-	-
52930	U-Haul of Oregon	$ 2,300.00 ✓
52931	McNeal Investment Co.	$ 2,800.00 ✓
52932	U-Haul of Oregon	$ 1,250.00 ✓
	Reported May 6, 1983	
-	-	-
52933	Lamb, Paul and Maryann	$ 5,225.00 ✓
	Reported July 1, 1983	
-	-	-
52923	Miller, Ron D. and Kathryn A.	$ 2,700.00 ✓
	Reported July 15, 1983	
-	-	-
53278	James J. Bott, John R. Bayless, Robert W. Rapp, BB&R	$ 2,500.00 ✓
	Reported July 22, 1983	
-	-	-

Overall Length of Project = 2.44 miles

F OREGON
TRANSPORTATION
IWAY DIVISION

ROPOSED PROJECT
ORM IMPROVEMENTS

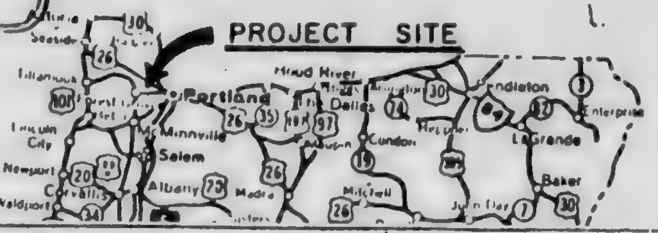
{HILLSBORO} SEC.
LL ROAD
ON COUNTY

TS
ONUMENT WITHOUT PRIOR WRITTEN CONSENT
GINEER (P=IRON PIPE; R=IRON ROD; A=AUTO SPRING)
NT CASE TO GRADE OVER MONUMENTS TO BE
RO. USE SALEM IRON WORKS PATTERN
N No. 4237 (cover) MARKED "MON" OR
TAL

PRELIMINARY COPY
NOV 17 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

E. MAIN ST.– E.C.L.(HILLSBORO)SEC. CORNELL ROAD WASHINGTON COUNTY				SHEET No. 1
FED ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAIX


PROJECT SITE
Portland
The Dalles
Pendleton
Enterprise
Lincoln City
McMinnville
Salem
Condon
La Grande
Newport
Corvallis
Albany
Madras
Mitchell
Baker
Waldport
John Day

From Metro JON ROSE
Date 12-8-83

To [redacted]

[redacted]raffic Region I Accounting

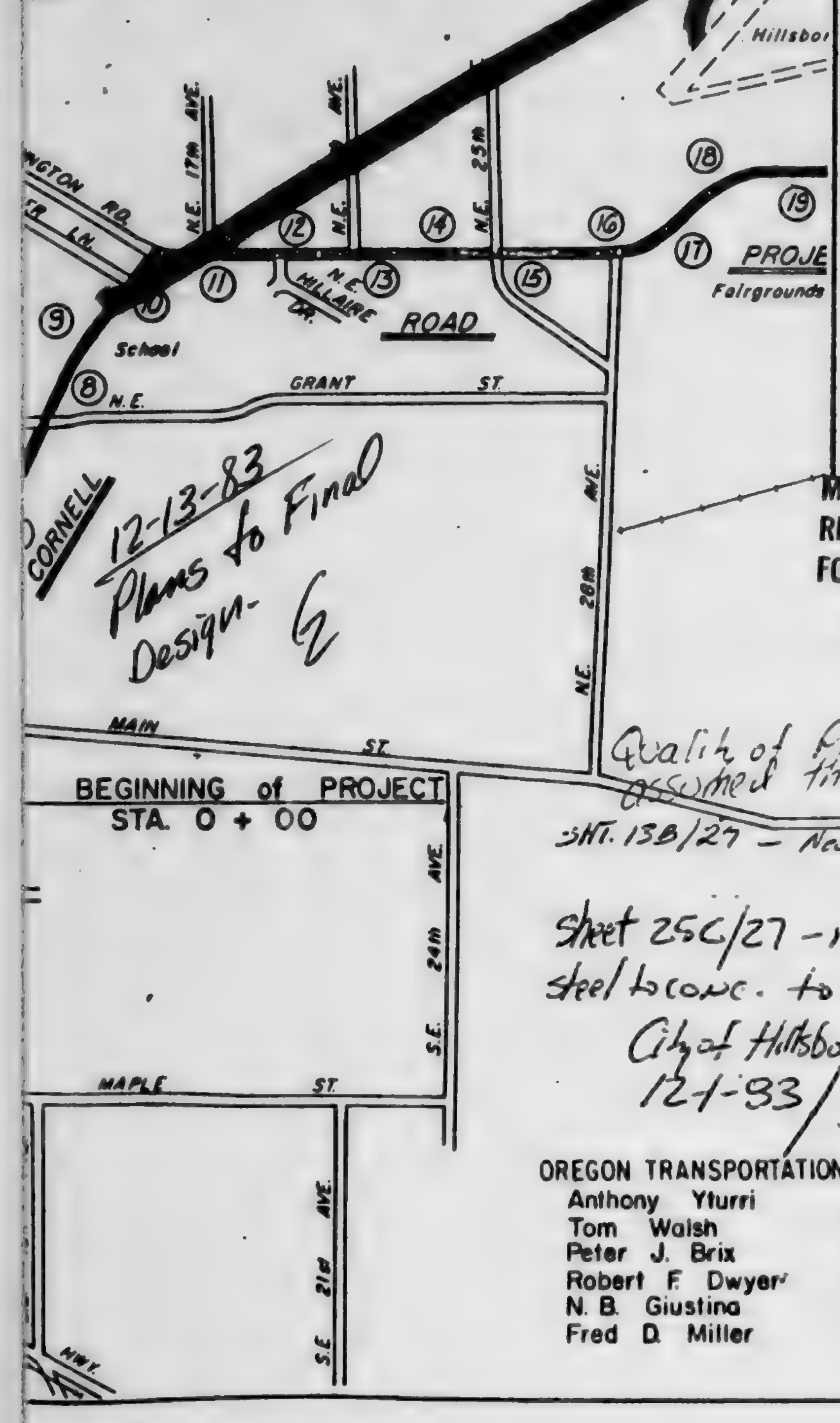
Comment: Here is City approval, with suggestions, of the Cornell Road project. Please note for your records and advise Final Design of the comments.

Jon Rose

PROGRAM SECTION
MANAGER ________ PROJECT UNIT S

DEC 8 1983

MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO Local Programs
FOR ________


Hillsbo
INGTON RD.
LN.
N.E. 17th AVE.
N.E. AVE.
N.E. 25th
⑧
⑨
⑩
⑪
⑫
⑬
⑭
⑮
⑯
⑰
⑱
⑲
N.E. HILLAIRE DR.
ROAD
PROJE
Fairgrounds
School
N.E. GRANT ST.
CORNELL
N.E. 28th AVE.
MAIN ST.
S.E. 24th AVE.
MAPLE ST.
S.E. 21st AVE.
HWY.

BEGINNING of PROJECT
STA. 0 + 00

12-13-83
Plans to Final Design. G

PRELIMINARY COPY
SUBJECT TO CHANGE

Quality of photo & plans poor assumed this to be only for check prints.

SHT. 13B/27 – New Burger King Restaurant

Sheet 25C/27 – revise conn. detail of steel to conc. to show steel of .500"
City of Hillsboro RFG/MRH/
12-1-83

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

PLANS PREPARED FOR
CITY OF HILLSBORO

11,108
ROY F. GIBSON

PLANS AND SPECIFICATIONS
APPROVED BY:

	TITLE	DATE

OREGON DEPT. OF TRANSPORTATION

ASSISTANT STATE HWY. ENG. ________ DATE ________

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATION ENGINEER ________ DATE ________

From Metro JON ROSE | Date 12-9-83

To [redacted]

[redacted] Traffic Region I Accounting

Comments: The attached letter should be included with the City's comments on the Cornell Road plans which were sent to you yesterday. Please advise Final Design. Jon Rose

City Of Hillsboro

nd Ave. □ 648-0821 □ Hillsboro, Oregon 97123

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 5
DEC 12 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Local Programs
FOR ______

Attn: Mr. Bob Heard

Re: Cornell Road

Dear Bob,

City review of the Cornell Road plans have been completed and enclosed with our comments.

Regarding your inquiries today the following responses are submitted:

A. City forces will not be available for the adjustment of various structures. The City crews are small and designed to respond to minor repairs and installations as well as emergency situations. In all cases responses are expected to be immediate which precludes assignments over a long term to a project the size of Cornell Road.

B. The adjustment of the FAA cable markers does not involve working with any cable.

C. The City is in the process of obtaining power pole and line easements as requested by P.G.E. The acquisition is not complete at this point in time.

D. The right-of-way and road construction easements as obtained include the area needed for slope construction. The City does not anticipate problems with the property owners in the construction of Cornell Road.

Sincerely,

Roy Gibson

Roy F. Gibson, P.E.
Assistant City Engineer

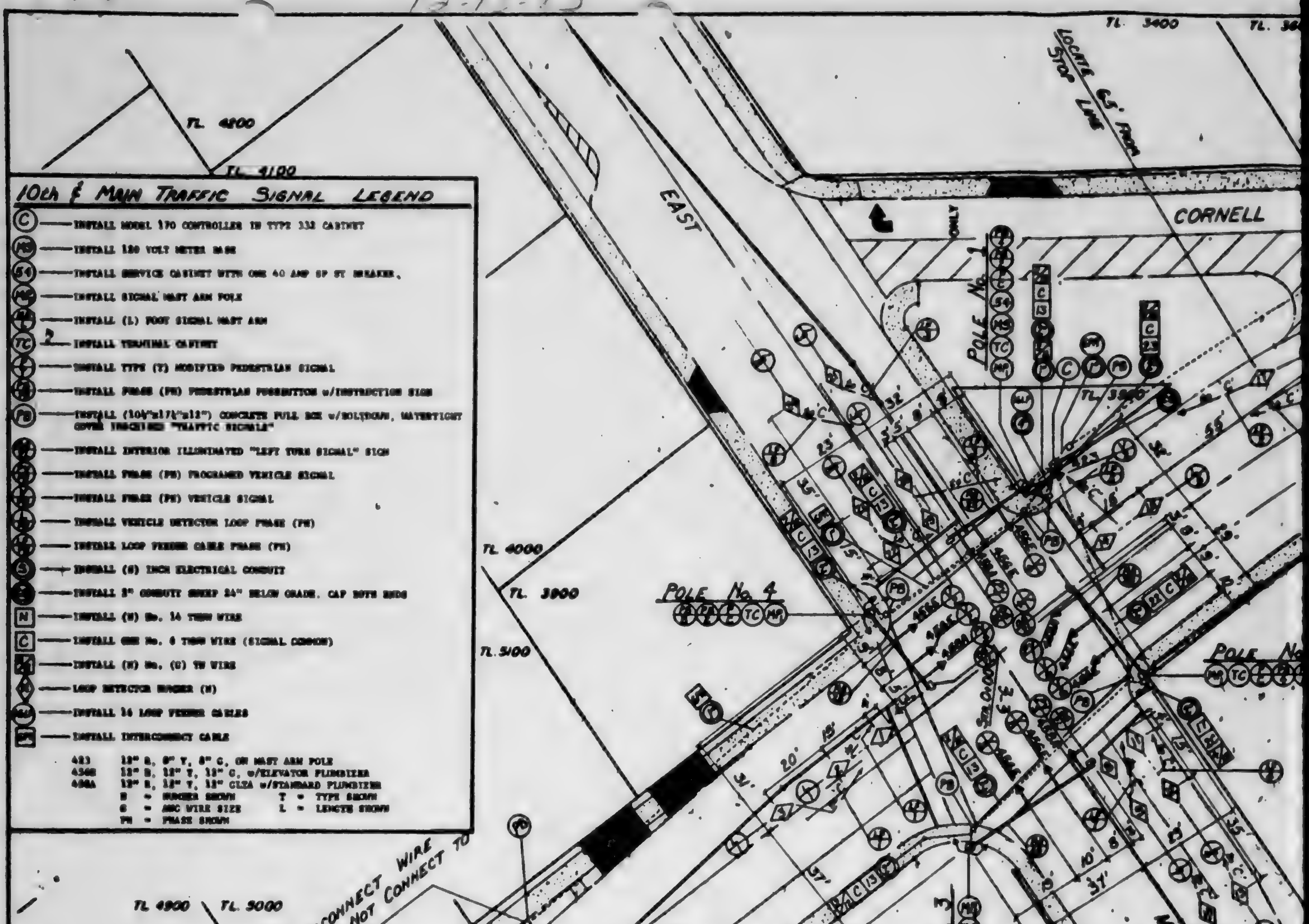
RFG/jh
cc: file CC: Final Design

OM MRE OE PPM CE
TOS ME
DEC 07 1983
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

6

9346

12-13-83


TL. 4200
TL. 4100
TL. 4000
TL. 3900
TL. 5100
TL. 4900
TL. 5000
TL. 3400
TL. 3600
TL. 3800
TL. 3300
EAST
CORNELL
MAIN
SE 10th AVE
ONLY
POLE No. 1
POLE No. 3
POLE No. 4
POLE No.
LOCATE 65' FROM STOP LINE
LOCATE 110' FROM STOP LINE
LOCATE 220' FROM STOP LINE
No.
DATE
REVISION

10th & MAIN TRAFFIC SIGNAL LEGEND

C	INSTALL MODEL 170 CONTROLLER IN TYPE 332 CABINET
MB	INSTALL 120 VOLT METER BASE
SC	INSTALL SERVICE CABINET WITH ONE 40 AMP SP ST BREAKER.
P	INSTALL SIGNAL MAST ARM POLE
⊕	INSTALL (L) FOOT SIGNAL MAST ARM
TC	2 INSTALL TERMINAL CABINET
⊕	INSTALL TYPE (T) MODIFIED PEDESTRIAN SIGNAL
⊕	INSTALL PHASE (PH) PEDESTRIAN PUSHBUTTON w/INSTRUCTION SIGN
PB	INSTALL (10½"x17¼"x12") CONCRETE PULL BOX w/BOLTDOWN, WATERTIGHT COVER INSCRIBED "TRAFFIC SIGNALS"
●	INSTALL INTERIOR ILLUMINATED "LEFT TURN SIGNAL" SIGN
⊕	INSTALL PHASE (PH) PROGRAMED VEHICLE SIGNAL
⊕	INSTALL PHASE (PH) VEHICLE SIGNAL
⊕	INSTALL VEHICLE DETECTOR LOOP PHASE (PH)
⊕	INSTALL LOOP FEEDER CABLE PHASE (PH)
S	INSTALL (S) INCH ELECTRICAL CONDUIT
●	INSTALL 3" CONDUIT SWEEP 24" BELOW GRADE. CAP BOTH ENDS
N	INSTALL (N) No. 14 THWN WIRE
C	INSTALL ONE No. 6 THWN WIRE (SIGNAL COMMON)
N	INSTALL (N) No. (G) TW WIRE
◇	LOOP DETECTOR NUMBER (N)
14	INSTALL 14 LOOP FEEDER CABLES
IC	INSTALL INTERCONNECT CABLE

423 12" R, 8" Y, 8" G, ON MAST ARM POLE
436E 12" R, 12" Y, 12" G, w/ELEVATOR PLUMBIZER
436A 12" R, 12" Y, 12" GLTA w/STANDARD PLUMBIZER
N = NUMBER SHOWN T = TYPE SHOWN
G = AWG WIRE SIZE L = LENGTH SHOWN
PH = PHASE SHOWN

TAPE ENDS OF INTERCONNECT WIRE & COIL 2 FT. IN PULL BOX. DO NOT CONNECT TO CONTROLLER TERMINALS

NOTE:

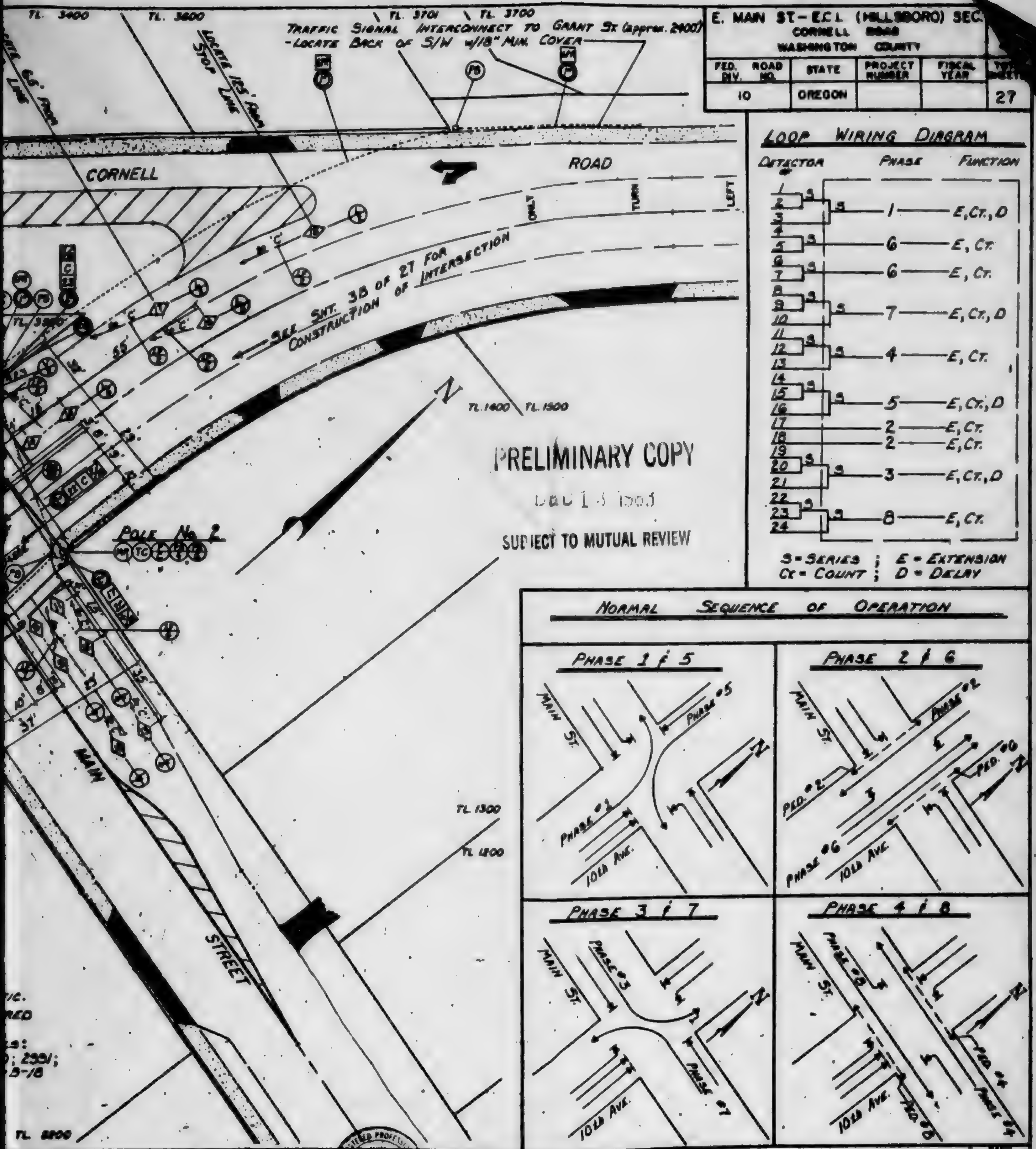
1)—ALL SIGNAL FACES SHALL BE ADJUSTED FOR MAXIMUM VISIBILITY TO APPROACHING TRAFFIC.

2)—ALL LOOP DETECTORS SHALL BE CENTERED IN TRAVEL LANES.

3)—SEE STATE HWY DRAWINGS FOR DETAILS:
—No's 1471; 1472; 1473; 1488; 1489; 2930; 2931; 35009; 35010; 2D-27; 2E-27; & 18-B-18

E. MAIN ST.-E.C.L. (HILLSBORO) SEC.
CORNELL ROAD
WASHINGTON COUNTY

FED. DIV. ROAD NO.	STATE	PROJECT NUMBER	FISCAL YEAR	[illegible]
10	OREGON			27


TL. 3400
TL. 3600
TL. 3701
TL. 3700
TRAFFIC SIGNAL INTERCONNECT TO GRANT St. (approx. 2400')
-LOCATE BACK OF S/W w/18" MIN. COVER
LOCATE 12.5' FROM STOP LINE
6.5' FROM LINE
CORNELL
ROAD
ONLY
TURN
LEFT
PB
TL. 3900
55'
SEE SHT. 3B OF 27 FOR CONSTRUCTION OF INTERSECTION
N
TL. 1400
TL. 1500
POLE No. 2
TC
35'
10'
8'
37'
MAIN
STREET
TL. 1300
TL. 1200
TL. 2200
TIC.
RED
S:
; 2331;
B-18

PRELIMINARY COPY
DEC 1 [illegible]
SUBJECT TO MUTUAL REVIEW

LOOP WIRING DIAGRAM

DETECTOR #	PHASE	FUNCTION
1, 2, 3	1	E, CT., D
4, 5	6	E, CT.
6, 7	6	E, CT.
8, 9, 10	7	E, CT., D
11, 12, 13	4	E, CT.
14, 15, 16	5	E, CT., D
17	2	E, CT.
18	2	E, CT.
19, 20, 21	3	E, CT., D
22, 23, 24	8	E, CT.

S = SERIES ; E = EXTENSION
CT = COUNT ; D = DELAY

NORMAL SEQUENCE OF OPERATION

PHASE 1 & 5

MAIN ST.
PHASE #5
PHASE #1
10th AVE.
N

PHASE 2 & 6

MAIN ST.
PHASE #2
PED. #6
PED. #2
PHASE #6
10th AVE.
N

PHASE 3 & 7

MAIN ST.
PHASE #3
PHASE #7
10th AVE.
N

PHASE 4 & 8

MAIN ST.
PHASE #8
PED. #4
PHASE #4
10th AVE.
PED. #8
N

SCALE	
PLAN	1" = 20'
PROFILE	HOR.
	VERT.

DATE | REVISION | BY

E. GEORGE

APPROVED BY

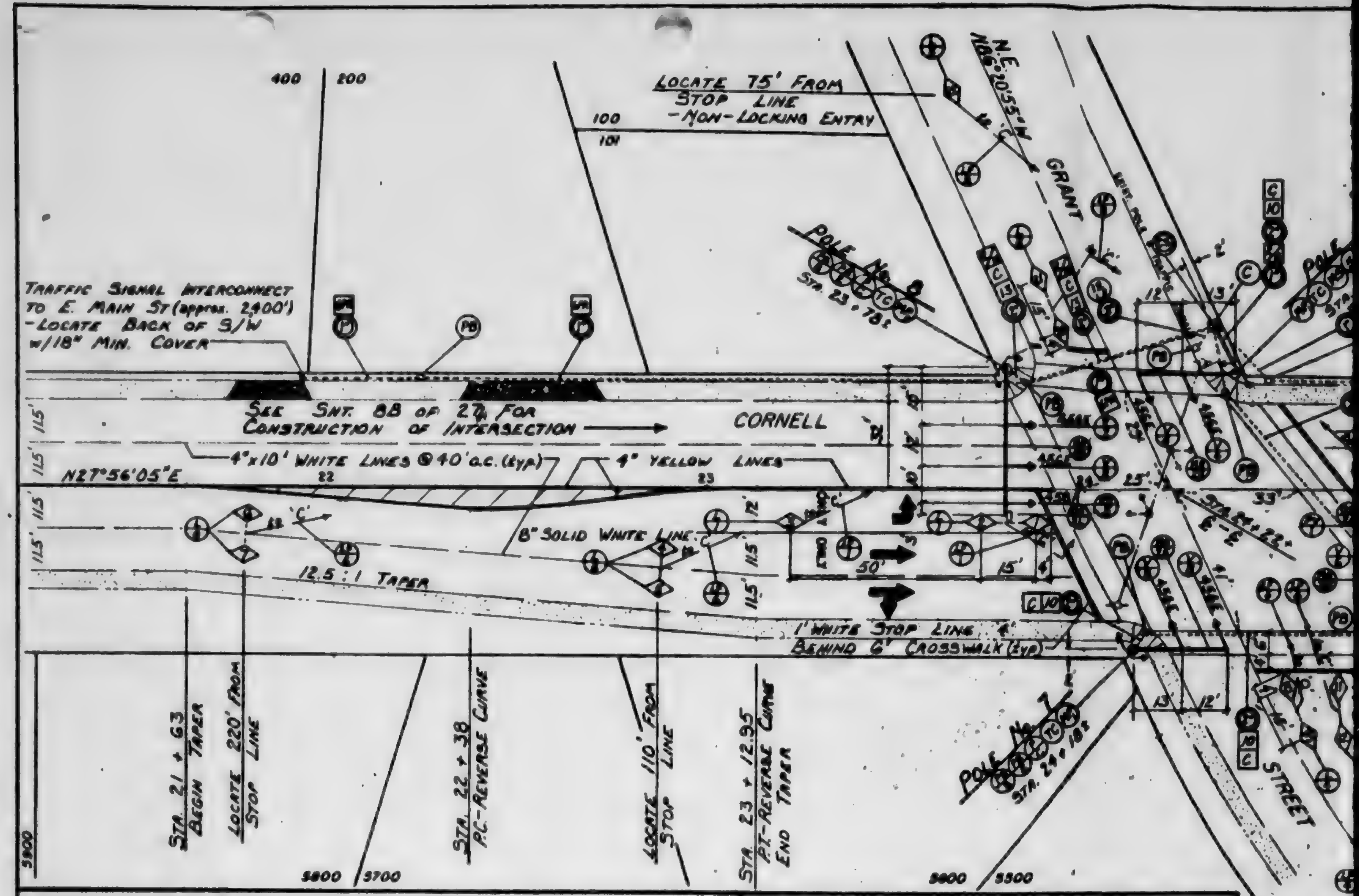
CITY OF HILLSBORO, OREGON
205 S. E. 2nd Avenue 97123
Phone 648-[illegible]

DESIGNED [illegible]
DRAWN [illegible]
CHECKED

CORNELL ROAD
SIGNALIZATION, PHASING, & LOOP WIRING
Intersection of E. Main St. & 10th Ave.

DATE
DWG. NO.

PAGE 3C / 27


400
200
100
101
LOCATE 75' FROM STOP LINE -NON-LOCKING ENTRY
N.E.
N86°20'55"W
GRANT
POLE No. 8
STA. 23 + 78±
TRAFFIC SIGNAL INTERCONNECT TO E. MAIN ST (approx. 2400') -LOCATE BACK OF S/W w/18" MIN. COVER
PB
SEE SHT. 88 OF 271 FOR CONSTRUCTION OF INTERSECTION
CORNELL
4"x10' WHITE LINES @ 40' o.c. (typ)
4" YELLOW LINES
N27°56'05"E
22
23
12.5 : 1 TAPER
8" SOLID WHITE LINE
50'
15'
25'
33'
1' WHITE STOP LINE 4' BEHIND 6' CROSSWALK (typ)
POLE No. 7
STA. 24 + 18±
STREET
STA. 21 + 63 BEGIN TAPER
LOCATE 220' FROM STOP LINE
STA. 22 + 38 P.C.-REVERSE CURVE
LOCATE 110' FROM STOP LINE
STA. 23 + 12.95 P.T.-REVERSE CURVE END TAPER
3900
3800
3700
3600
3500
11.5'
12'
13'
12'

CORNELL RD & GRANT ST. TRAFFIC SIGNAL LEGEND

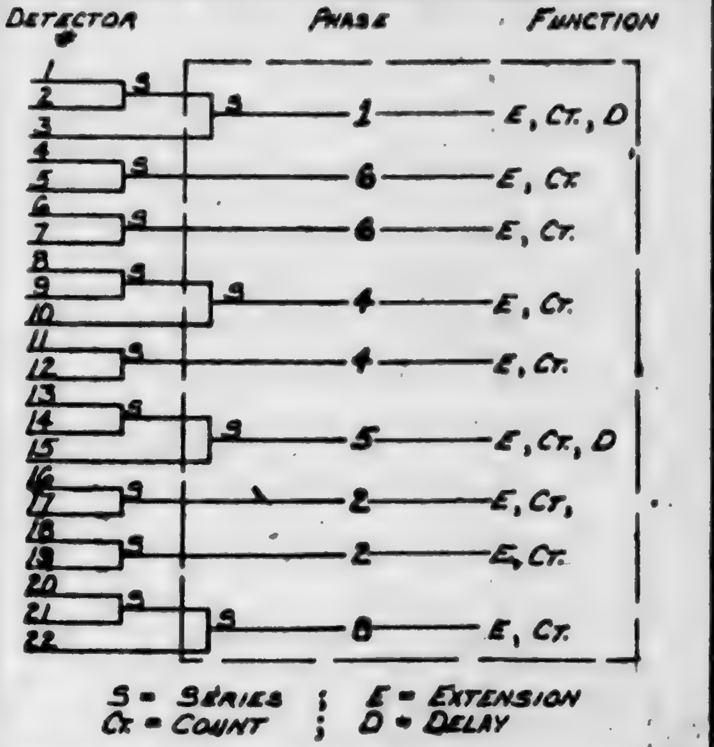
- C — INSTALL MODEL 170 CONTROLLER IN TYPE 332 CABINET.
- MB — INSTALL 120 VOLT METER BASE.
- SC — INSTALL SERVICE CABINET WITH ONE 40 AMP 2P ST BREAKER
- INSTALL SIGNAL MAST ARM POLE --- T = TYPE SHOWN.
- INSTALL (L) FOOT SIGNAL MAST ARM.
- TC — INSTALL TERMINAL CABINET.
- INSTALL TYPE (T) MODIFIED PEDESTRIAN SIGNAL.
- INSTALL PHASE (PH) PEDESTRIAN PUSHBUTTON w/INSTRUCTION SIGN.
- PB — INSTALL (10¾"x17¾"x12") CONCRETE PULL BOX w/BOLTDOWN WATERTIGHT COVER INSCRIBED "TRAFFIC SIGNALS".
- INSTALL INTERIOR ILLUMINATED "LEFT TURN SIGNAL" SIGN.
- INSTALL PHASE (PH) PROGRAMMED VEHICLE SIGNAL.
- INSTALL PHASE (PH) VEHICLE SIGNAL.
- INSTALL VEHICLE DETECTOR LOOP PHASE (PH).
- INSTALL LOOP FEEDER CABLE PHASE (PH).
- INSTALL (S) INCH ELECTRICAL CONDUIT.
- INSTALL CONDUIT SWEEP 24" BELOW GRADE. CAP BOTH ENDS.
- N — INSTALL (N) No. 14 THHN WIRE.
- C — INSTALL ONE No. 6 THHN WIRE (SIGNAL GROUND).
- INSTALL (N) No. (G) TW WIRE.
- ◆ — LOOP DETECTOR NUMBER (N).

N = NUMBER SHOWN
G = AWG WIRE SIZE
PH = PHASE SHOWN
T = TYPE SHOWN
L = LENGTH SHOWN

15 — INSTALL 15 LOOP FEEDER CABLES
— INSTALL INTERCONNECT CABLE

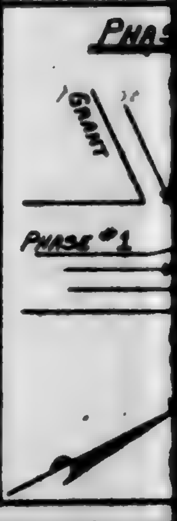
-- 4968 -- 12" R, 12" Y, 12" G w/ ELEVATOR PLUMBIZER
-- 496A -- 12" R, 12" Y, 12" GLTA w/STANDARD PLUMBIZER.
--423-- 12" R, 8" Y, 8" G — ON VEHICLE SIGNAL PEDESTAL

LOOP WIRING DIAGRAM



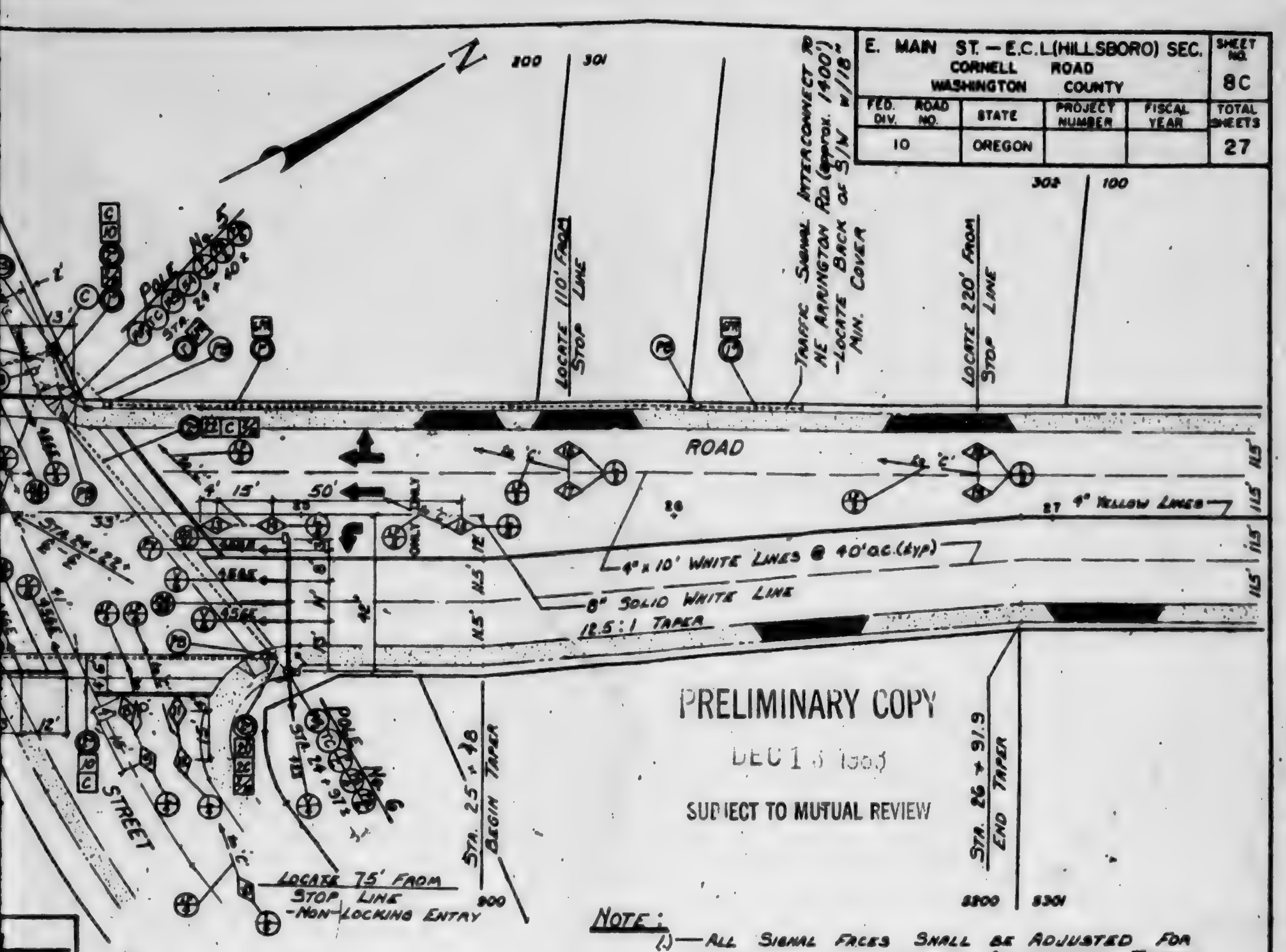
DETECTOR #	PHASE	FUNCTION
1 2 3	1	E, CT., D
4 5	6	E, CT.
6 7	6	E, CT.
8 9 10	4	E, CT.
11 12	4	E, CT.
13 14 15	5	E, CT., D
16 17	2	E, CT.
18 19	2	E, CT.
20 21 22	8	E, CT.

S = SERIES ; E = EXTENSION
CT = COUNT ; D = DELAY


PHAS
GRANT
PHASE #1

No.	DATE	REVISION

E. MAIN ST. — E.C.L.(HILLSBORO) SEC. CORNELL ROAD WASHINGTON COUNTY					SHEET NO. 8C
FED. DIV.	ROAD NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	10	OREGON			27


N
200
301
302
100
TRAFFIC SIGNAL INTERCONNECT R NE ARRINGTON RD (approx. 1400') -LOCATE BACK OF S/W W/18" MIN. COVER
LOCATE 110' FROM STOP LINE
LOCATE 220' FROM STOP LINE
POLE No 5
STA 24+80.2
POLE No 6
ROAD
STREET
4' 15'
50'
33'
4 SEE
11.5'
12'
11.5'
4" YELLOW LINES
4" x 10' WHITE LINES @ 40' O.C. (typ)
8" SOLID WHITE LINE
12.5:1 TAPER
STA. 25 + 48 BEGIN TAPER
STA. 26 + 91.9 END TAPER
LOCATE 75' FROM STOP LINE -NON-LOCKING ENTRY
900
8800
8301
26
27

PRELIMINARY COPY

DEC 1 [illegible]

SUBJECT TO MUTUAL REVIEW

NOTE:

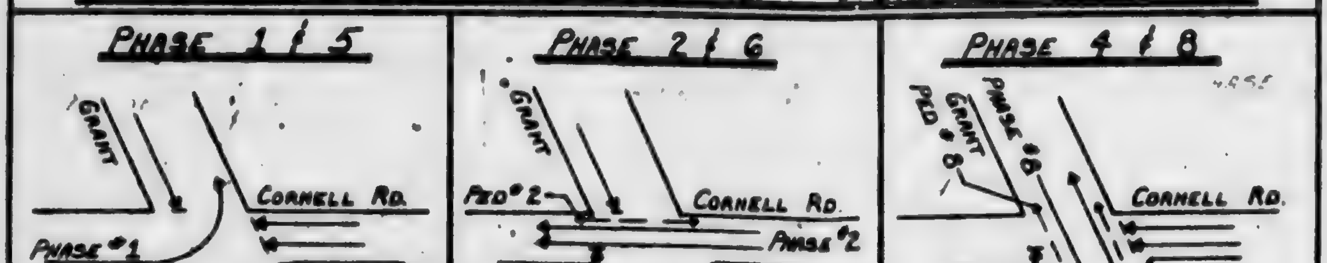
1.)—ALL SIGNAL FACES SHALL BE ADJUSTED FOR MAXIMUM VISIBILITY TO APPROACHING TRAFFIC.

2.)—ALL LOOP DETECTORS SHALL BE CENTERED IN TRAVEL LANES.

3.)—SEE STATE HWY DRAWINGS FOR DETAILS:
- No's 1471 ; 1472 ; 1473 ; 1488 ; 1489 ; 2990; 2991; 35009; 35010; 2D-27 ; 2E-27 ; & 18-B-18

TION

NORMAL SEQUENCE OF OPERATION


PHASE 1 & 5

PHASE 2 & 6

PHASE 4 & 8
GRANT
CORNELL RD.
PHASE #1
PHASE #5
ST.
N
PED #2
PHASE #2
PHASE #6
PED #6
PED #8
PHASE #8
PED #4
PHASE #4

SCALE
PLAN 1" = 20'
HOR.
PROFILE
VERT.
REVISION
BY

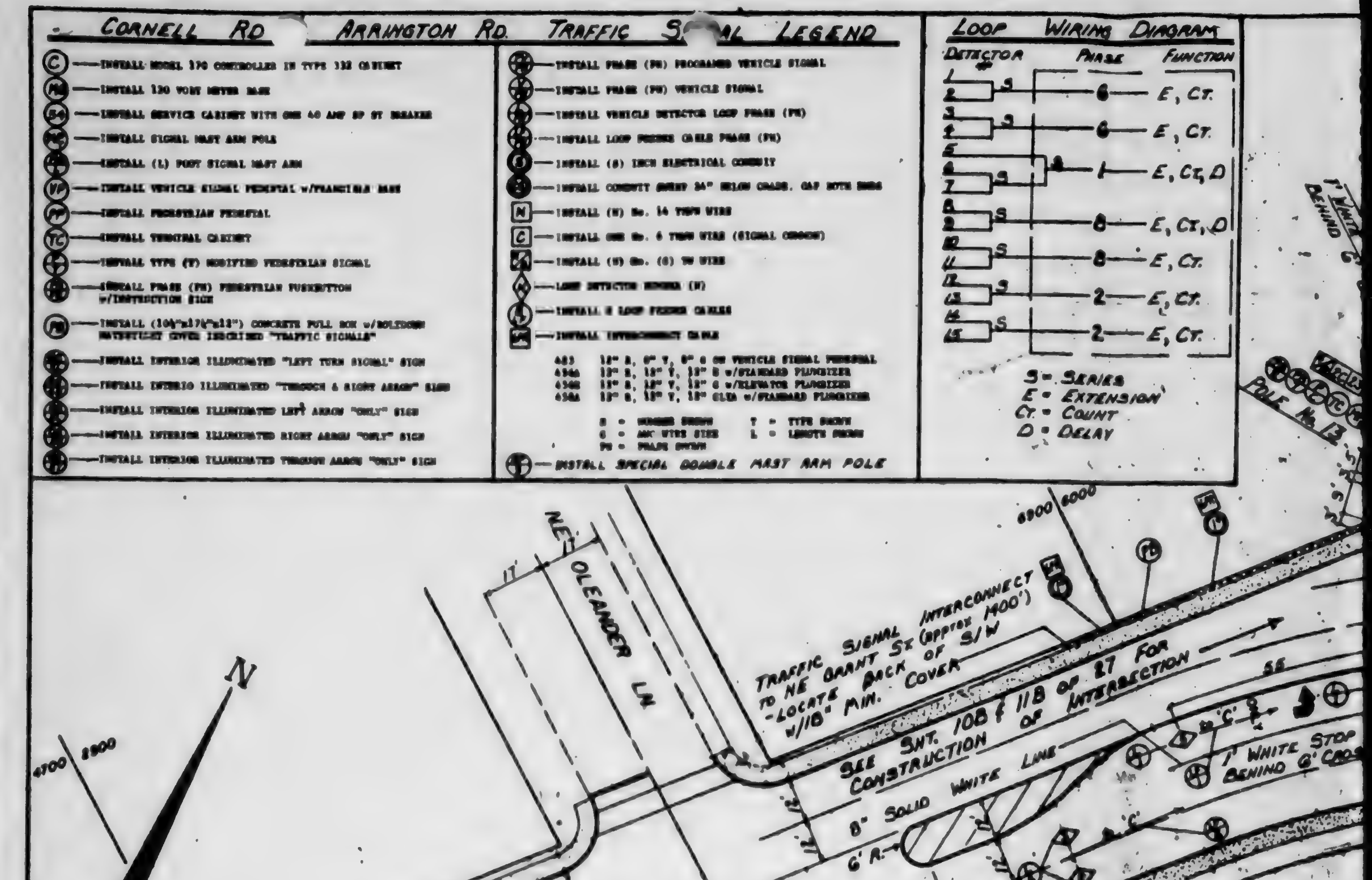
L. E. GEORGE
APPROVED BY

CITY OF HILLSBORO, OREGON
205 S. E. 2nd Avenue 97123
Phone 648-8621

DESIGNED MRH
DRAWN MRH
CHECKED

CORNELL ROAD
SIGNALIZATION, PHASING,
LOOP WIRING, & STRIPING PLAN
Intersection of Cornell Road & Grant Street
DATE
DWG. NO.

PAGE
8C
27


CORNELL RD ARRINGTON RD. TRAFFIC S AL LEGEND
INSTALL MODEL 170 CONTROLLER IN TYPE 332 CABINET
INSTALL 120 VOLT METER BASE
INSTALL SERVICE CABINET WITH ONE 40 AMP SP ST BREAKER
INSTALL SIGNAL MAST ARM POLE
INSTALL (L) FOOT SIGNAL MAST ARM
INSTALL VEHICLE SIGNAL PEDESTAL w/FRANGIBLE BASE
INSTALL PEDESTRIAN PEDESTAL
INSTALL TERMINAL CABINET
INSTALL TYPE (T) MODIFIED PEDESTRIAN SIGNAL
INSTALL PHASE (PH) PEDESTRIAN PUSHBUTTON w/INSTRUCTION SIGN
INSTALL (10½"x17½"x12") CONCRETE PULL BOX w/BOLTDOWN WATERTIGHT COVER INSCRIBED "TRAFFIC SIGNALS"
INSTALL INTERIOR ILLUMINATED "LEFT TURN SIGNAL" SIGN
INSTALL INTERIO ILLUMINATED "THROUGH & RIGHT ARROW" SIGN
INSTALL INTERIOR ILLUMINATED LEFT ARROW "ONLY" SIGN
INSTALL INTERIOR ILLUMINATED RIGHT ARROW "ONLY" SIGN
INSTALL INTERIOR ILLUMINATED THROUGH ARROW "ONLY" SIGN
INSTALL PHASE (PH) PROGRAMMED VEHICLE SIGNAL
INSTALL PHASE (PH) VEHICLE SIGNAL
INSTALL VEHICLE DETECTOR LOOP PHASE (PH)
INSTALL LOOP FEEDER CABLE PHASE (PH)
INSTALL (S) INCH ELECTRICAL CONDUIT
INSTALL CONDUIT SWEEP 24" BELOW GRADE. CAP BOTH ENDS
INSTALL (N) No. 14 THWN WIRE
INSTALL ONE No. 6 THWN WIRE (SIGNAL GROUND)
INSTALL (N) No. (G) TW WIRE
LOOP DETECTOR NUMBER (N)
INSTALL N LOOP FEEDER CABLES
INSTALL INTERCONNECT CABLE
603 12" R, 8" Y, 8" G ON VEHICLE SIGNAL PEDESTAL
636A 12" R, 12" Y, 12" G w/STANDARD PLUMBIZER
636E 12" R, 12" Y, 12" G w/ELEVATOR PLUMBIZER
638A 12" R, 12" Y, 12" GLTA w/STANDARD PLUMBIZER
N = NUMBER SHOWN
T = TYPE SHOWN
G = AWG WIRE SIZE
L = LENGTH SHOWN
PH = PHASE SHOWN
INSTALL SPECIAL DOUBLE MAST ARM POLE
LOOP WIRING DIAGRAM
DETECTOR #
PHASE
FUNCTION
1 2 S 6 E, CT.
3 4 S 6 E, CT.
5 6 7 S 1 E, CT, D
8 9 S 8 E, CT, D
10 11 S 8 E, CT.
12 13 S 2 E, CT.
14 15 S 2 E, CT.
S = SERIES
E = EXTENSION
CT. = COUNT
D = DELAY
POLE No. 13
1' WHITE STOP BEHIND 6' CROSS
6900 6000
NE OLEANDER LN
17'
TRAFFIC SIGNAL INTERCONNECT TO NE GRANT ST (approx 1400') "LOCATE BACK OF S/W w/18" MIN. COVER
SEE SHT. 10B & 11B OF 27 FOR CONSTRUCTION OF INTERSECTION
8" SOLID WHITE LINE
6' R.
3.5' R.
N
4700 2800
CORNELL
ROAD
4" YELLOW LINES
4" x 10' WHITE LINES @ 40' O.C. (typ)
15:1 TAPER
STA. 33+90 BEGIN TAPER
STA. 34+95 POINT OF RETURN
LOCATE 220 FROM STOP LINE
STA. 35+31 POINT OF RETURN
STA. 36+10 PC-REVERSE CURVE
LOCATE 110 FROM STOP LINE
STA. 36+63.00 PC REVERSE CURVE
2801 2800
909
PHASE 1
PHASE #1
CORNELL
ROAD
NORMAL
PHASE 2
PHASE #6
CORNELL

E. MAIN ST. – E.C.L. (HILLSBORO) SEC. CORNELL ROAD WASHINGTON COUNTY				SHEET NO. 10C
FED. DIV. ROAD NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			27

NOTE:

1.)—ALL SIGNAL FACES SHALL BE ADJUSTED FOR MAXIMUM VISIBILITY TO APPROACHING TRAFFIC.

2.)—ALL LOOP DETECTORS SHALL BE CENTERED IN TRAVEL LANES.

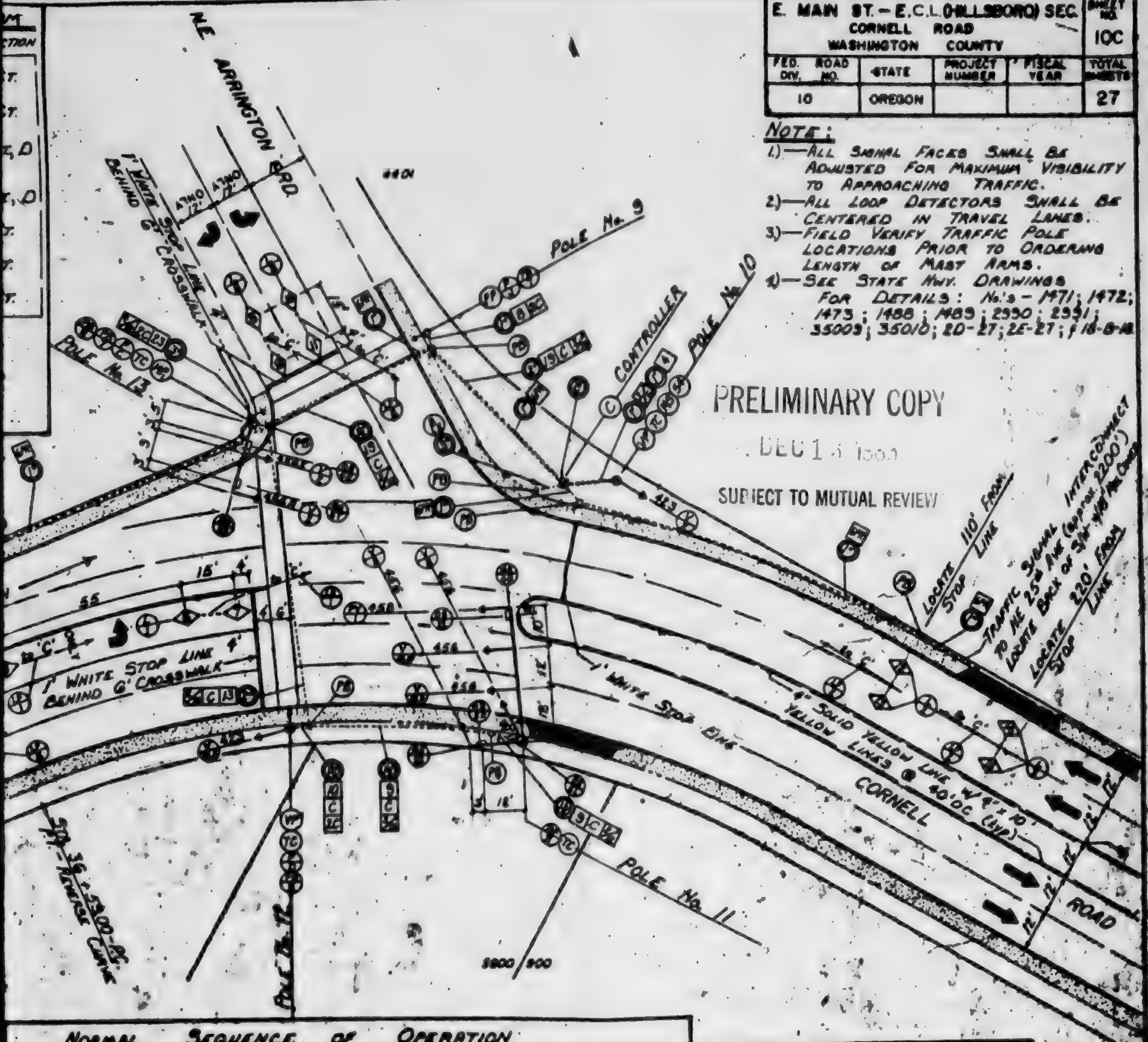
3.)—FIELD VERIFY TRAFFIC POLE LOCATIONS PRIOR TO ORDERING LENGTH OF MAST ARMS.

4.)—SEE STATE HWY. DRAWINGS FOR DETAILS: No.'s – 1471; 1472; 1473; 1488; 1489; 2330; 2331; 35009; 35010; 2D-27; 2E-27; & 18-8-18

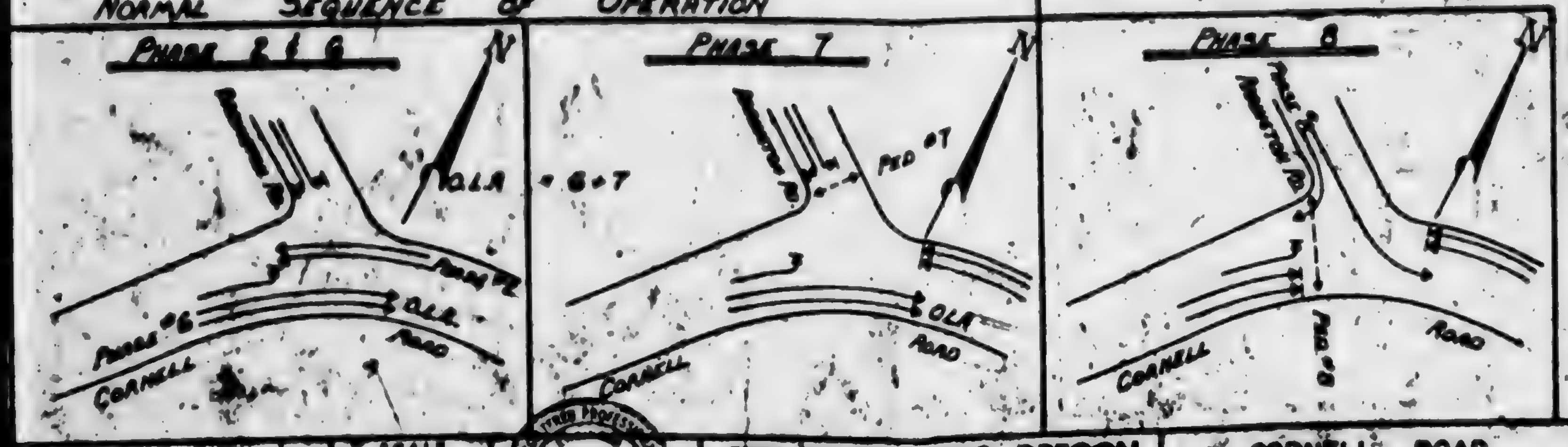
PRELIMINARY COPY

DEC 1 [illegible]

SUBJECT TO MUTUAL REVIEW


N.E. ARRINGTON RD.
1' WHITE STOP LINE 4' BEHIND 6' CROSSWALK
POLE No. 9
POLE No. 10
CONTROLLER
POLE No. 13
POLE No. 12
POLE No. 11
LOCATE 110' FROM STOP LINE
TRAFFIC SIGNAL INTERCONNECT TO NE 25th AVE (APPROX. 2200') LOCATE BACK OF S/W
LOCATE 220' FROM STOP LINE
1' WHITE STOP LINE 4' BEHIND 6' CROSSWALK
1' WHITE STOP LINE
4" SOLID YELLOW LINE W/ 4"x 10' YELLOW LINES @ 40' O.C. (typ)
CORNELL ROAD
15'
4'
55
12'
12'
12'
12'

NORMAL SEQUENCE OF OPERATION


PHASE 2 & 6
PHASE 7
PHASE 8
N
O.L.A.
PHASE #2
PHASE #6
O.L.A.
PED #7
= 6+7
PED #8
CORNELL
ROAD

SCALE
1" = 20'

CITY OF HILLSBORO, OREGON
205 S. E. 2nd Avenue 97123
Phone [illegible]

CORNELL ROAD
SIGNALIZATION, PHASING, LOOP WIRING, & STRIPING PLAN
Intersection of Cornell Rd. & Arrington Rd.

DESIGNED MRH, RG
DRAWN MRH
CHECKED RPS

10C
27

E. MAIN ST. – E.C.L. (HILLSBORO) SEC. CORNELL ROAD WASHINGTON COUNTY				
FED. DIV. ROAD NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL
10	OREGON			27

NOTE:

1.)—ALL SIGNAL FACES SHALL BE ADJUSTED FOR MAXIMUM VISIBILITY TO APPROACHING TRAFFIC.

2.)—ALL LOOP DETECTORS SHALL BE CENTERED IN TRAVEL LANES.

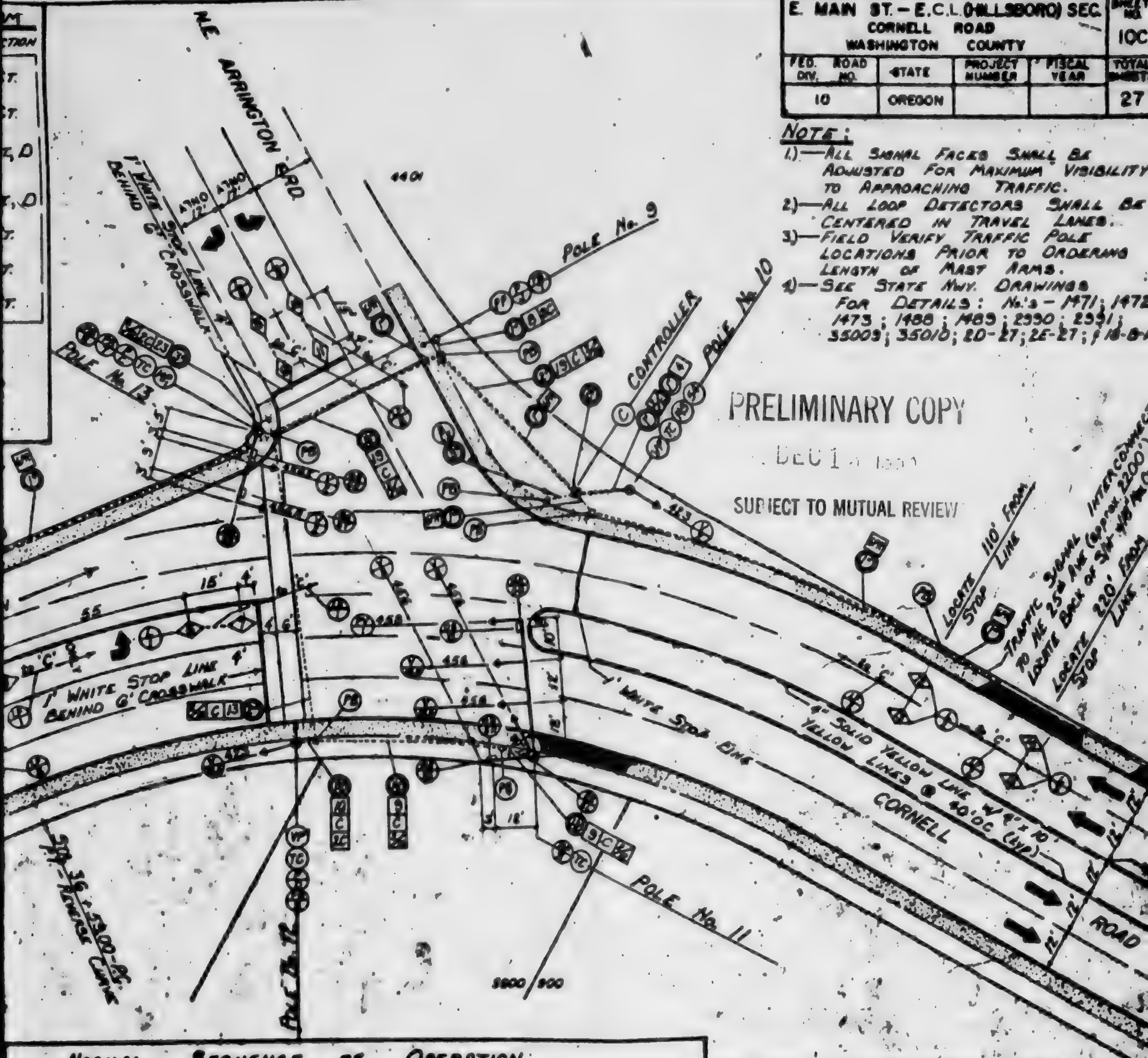
3.)—FIELD VERIFY TRAFFIC POLE LOCATIONS PRIOR TO ORDERING LENGTH OF MAST ARMS.

4.)—SEE STATE HWY. DRAWINGS FOR DETAILS: No.'s – 1471; 1472; 1473; 1488; 1489; 2990; 2991; 35009; 35010; 2D-27; 2E-27;

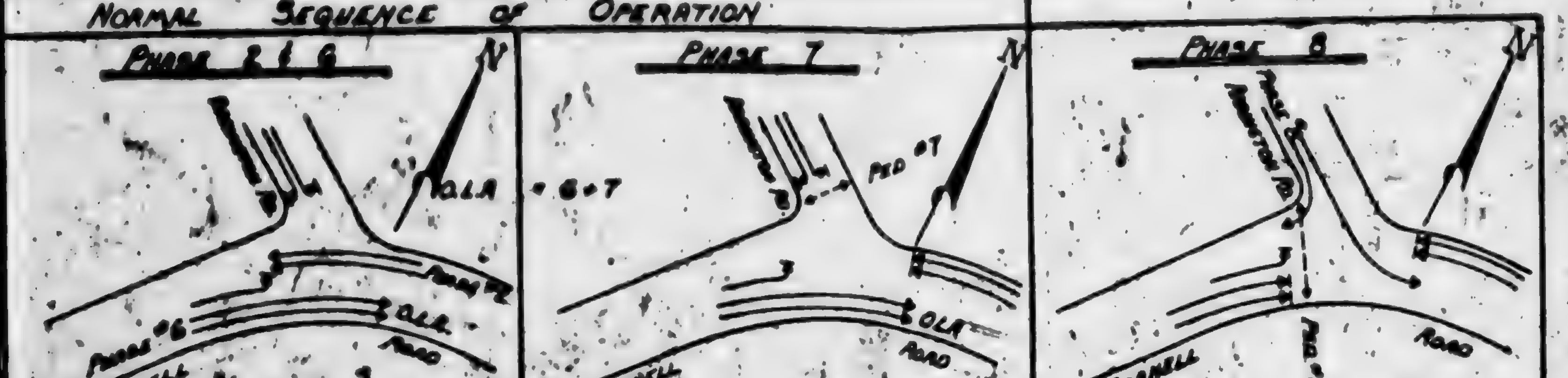
PRELIMINARY COPY

DEC 1

SUBJECT TO MUTUAL REVIEW


N.E. ARRINGTON RD.
POLE No. 9
POLE No. 10
POLE No. 11
POLE No. 13
CONTROLLER
1' WHITE STOP LINE 4' BEHIND 6' CROSSWALK
1' WHITE STOP LINE
4" SOLID YELLOW LINE W/ 4" x 10' YELLOW LINES @ 40' OC (typ)
CORNELL ROAD
LOCATE STOP LINE 110' FROM
LOCATE STOP LINE 220' FROM
TRAFFIC SIGNAL INTERCONNECT TO NE 25th AVE
15'
4'
55
12'
18'
5'
4401
5800/900

NORMAL SEQUENCE OF OPERATION


PHASE 2 & 6
PHASE 7
PHASE 8
N
O.L.A.
PHASE #6
PHASE #2
PED #7
PED #8
CORNELL
ROAD

SCALE 1" = 20'

CITY OF HILLSBORO, OREGON

CORNELL ROAD

SIGNALIZATION, PHASING, LOOP WIRING, & STRIPING PLAN

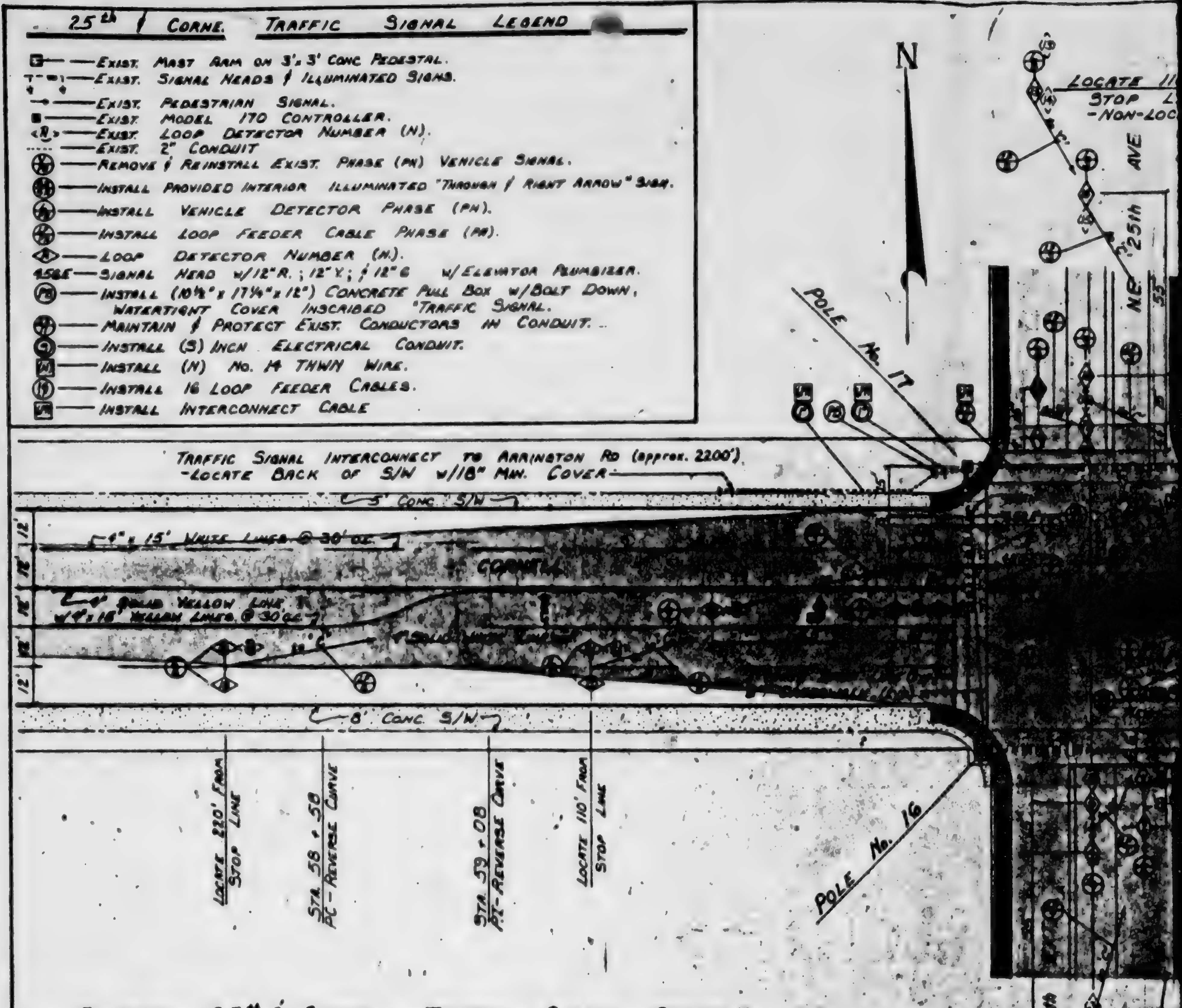
Intersection of Cornell Rd. & Arrington Rd.

MRH, RG

RPG

MRH

10C

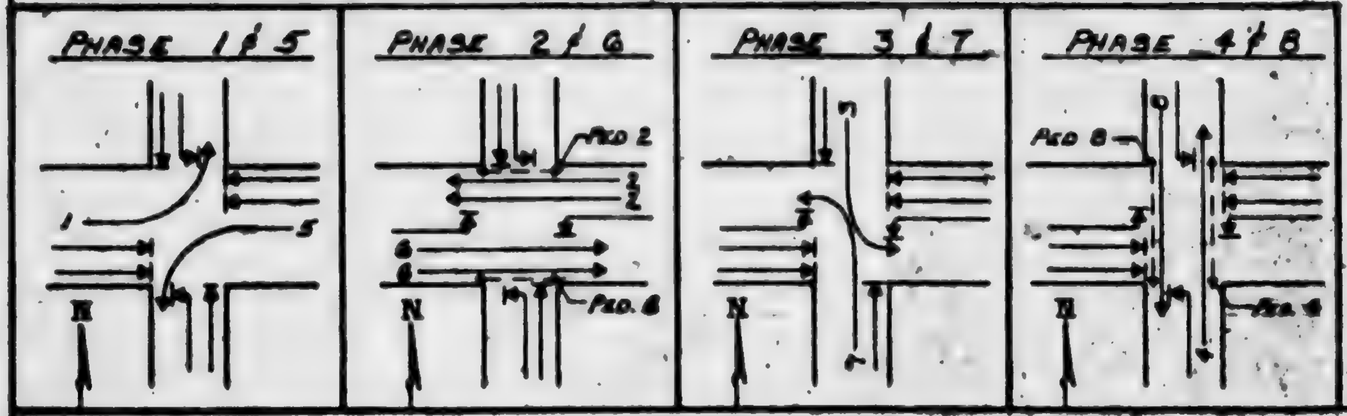


25th & CORNE. TRAFFIC SIGNAL LEGEND

- EXIST. MAST ARM ON 3' x 3' CONC PEDESTAL.
- EXIST. SIGNAL HEADS & ILLUMINATED SIGNS.
- EXIST. PEDESTRIAN SIGNAL.
- EXIST. MODEL 170 CONTROLLER.
- EXIST. LOOP DETECTOR NUMBER (N).
- EXIST. 2" CONDUIT
- REMOVE & REINSTALL EXIST. PHASE (PH) VEHICLE SIGNAL.
- INSTALL PROVIDED INTERIOR ILLUMINATED "THROUGH & RIGHT ARROW" SIGN.
- INSTALL VEHICLE DETECTOR PHASE (PH).
- INSTALL LOOP FEEDER CABLE PHASE (PH).
- LOOP DETECTOR NUMBER (N).
- 4SGE — SIGNAL HEAD W/12" R.; 12" Y.; & 12" G W/ELEVATOR PLUMBIZER.
- INSTALL (10½" x 17¼" x 12") CONCRETE PULL BOX W/BOLT DOWN, WATERTIGHT COVER INSCRIBED "TRAFFIC SIGNAL.
- MAINTAIN & PROTECT EXIST. CONDUCTORS IN CONDUIT.
- INSTALL (S) INCH ELECTRICAL CONDUIT.
- INSTALL (N) No. 14 THWN WIRE.
- INSTALL 16 LOOP FEEDER CABLES.
- INSTALL INTERCONNECT CABLE

N
LOCATE 11
STOP L
-NON-LOC
AVE
25th
N.E.
55
POLE No. 17
TRAFFIC SIGNAL INTERCONNECT TO ARRINGTON RD (approx. 2200')
-LOCATE BACK OF S/W W/18" MIN. COVER
5' CONC. S/W
12'
4" x 15' WHITE LINES @ 30' O.C.
CORNELL
4" SOLID YELLOW LINE W/4" x 16' YELLOW LINES @ 30' O.C.
8' CONC. S/W
LOCATE 220' FROM STOP LINE
STA. 58 + 58 PC - REVERSE CURVE
STA. 59 + 08 PT - REVERSE CURVE
LOCATE 110' FROM STOP LINE
POLE No. 16
25th
N.E.

EXISTING 25th & CORNELL TRAFFIC SIGNAL PHASING


PHASE 1 & 5
1
5
N
PHASE 2 & 6
PED 2
2
6
PED. 6
N
PHASE 3 & 7
3
7
N
PHASE 4 & 8
PED 8
4
8
PED. 4
N

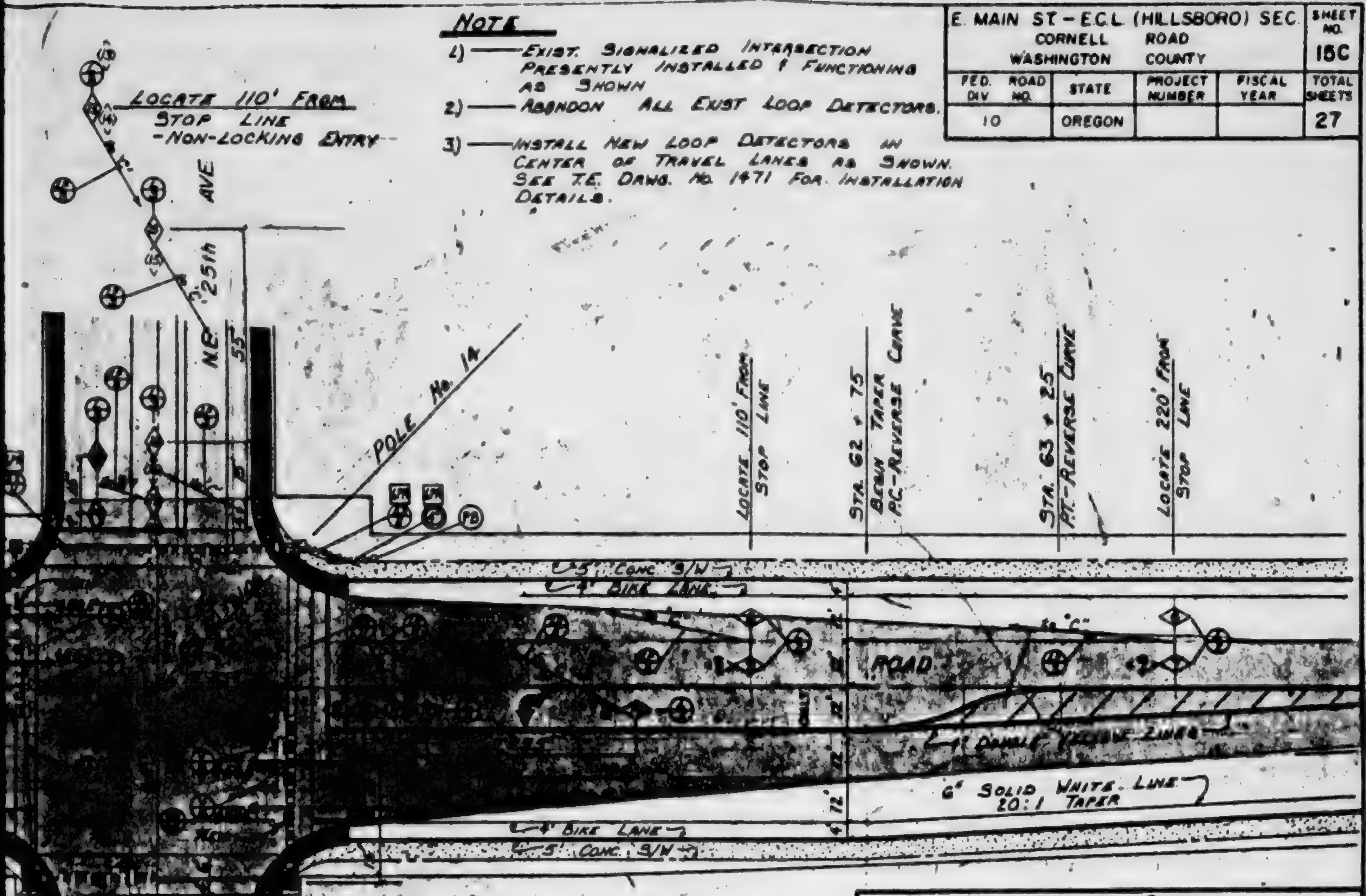
E. MAIN ST. - E.C.L. (HILLSBORO) SEC. CORNELL ROAD WASHINGTON COUNTY					SHEET NO. 15C
FED. DIV	ROAD NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10		OREGON			27

NOTE

1) —— EXIST. SIGNALIZED INTERSECTION PRESENTLY INSTALLED & FUNCTIONING AS SHOWN

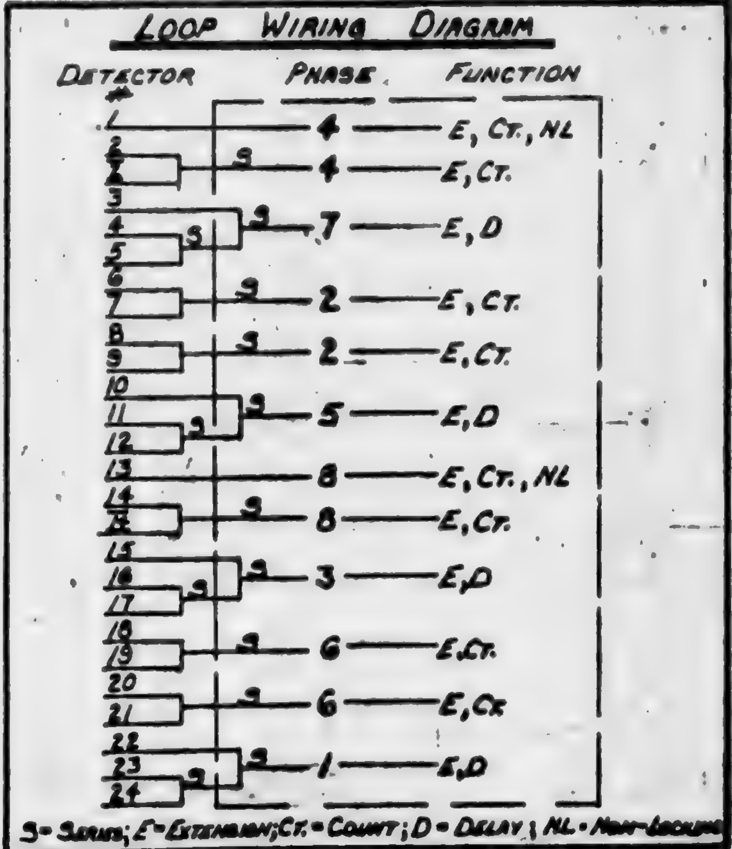
2) —— ABANDON ALL EXIST LOOP DETECTORS.

3) —— INSTALL NEW LOOP DETECTORS IN CENTER OF TRAVEL LANES AS SHOWN. SEE T.E. DAWG. No. 1471 FOR INSTALLATION DETAILS.


LOCATE 110' FROM STOP LINE -NON-LOCKING ENTRY
N.E. 25th AVE
55'
POLE No. 14
PB
LOCATE 110' FROM STOP LINE
STA. 62 + 75 BEGIN TAPER CURVE PC-REVERSE CURVE
STA. 63 + 25 PT-REVERSE CURVE
LOCATE 220' FROM STOP LINE
5' CONC. S/W
4' BIKE LANE
ROAD
12'
4" DOUBLE YELLOW LINES
6" SOLID WHITE LINE 20:1 TAPER
4' BIKE LANE
5' CONC. S/W
POLE No. 15
N.E. 25th
LOCATE 110' FROM STOP LINE -NON-LOCKING ENTRY

PRELIMINARY COPY
DEC 1 [illegible]
SUBJECT TO MUTUAL REVIEW

LOOP WIRING DIAGRAM



DETECTOR #	PHASE	FUNCTION
1	4	E, CT., NL
2, 2 (S)	4	E, CT.
3, 4, 5 (S)	7	E, D
6, 7 (S)	2	E, CT.
8, 9 (S)	2	E, CT.
10, 11, 12 (S)	5	E, D
13	8	E, CT., NL
14, 15 (S)	8	E, CT.
15, 16, 17 (S)	3	E, D
18, 19 (S)	6	E, CT.
20, 21 (S)	6	E, CX
22, 23, 24 (S)	1	E, D

S = SERIES; E = EXTENSION; CT. = COUNT; D = DELAY; NL = NON-LOCKING

SCALE	
PLAN	1" = 30'

L. E. GEORGE
APPROVED BY

CITY OF HILLSBORO, OREGON
205 S. E. 2nd Avenue 97123
Phone 648-0621

DESIGNED MRH
DRAWN MRH
CHECKED RFG

CORNELL ROAD
SIGNALIZATION, PHASING, LOOP WIRING & STRIPING PLAN
Intersection of Cornell Road & NE 25th Ave.

DATE
DWG. NO.

PAGE 15C / 27

Section E. Main St. - E.C.L. (Hillsboro) Programming Estimate $

Highway Corne[illegible] Rd. Pr[illegible]t Length 2.44 mi.

County Washington Completion Time 400 CD

Kind of Work Grading, Paving, signing Signals, Landscaping Est. Comp. Date Aug. 19, '85

Prefix 334 - 1901 Letting Date April 26, '84 Project No. IX-9022(9)

4-25-84 8:35 AM

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 2,876,903.00

Anticipated Additional Items:

Royalty Payment		$ 42,975.00
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	9,000	
Temporary Pavement Striping	2,000	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Software w/ PROMS	2,800	
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ___ hrs.)		
State Responsibility for Damages		
Signal Controller Testing	3,175	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Signal Turn-On	1,000	
58 - 200W HPS lum.	25,000	
Adjust Utilities:		

Subtotal $ 2,919,878.00

Contingencies (4-1/2%) 131,394.51

Engineering ([✓ 8], ~~9~~, ~~10~~%) 233,590.24

Subtotal $

Credit for ________ . . . .

Estimated Net Authorization, Construction . . . . $ 3,284,862.75

APPROVED cc: Wayne Schulte

Road Design Engineer

Rec'd.
4-25-84
Q

Rev. 11/81

OREGON STATE HIGHWAY DIVISION

'74 Specs

SECTION E. Main St. - E.C.L. (Hillsboro)		CO Y WASH.		SHEET 1 OF 5
KIND OF WORK Grading, Paving, Signing, Signals, Ldscp'g.	KEY NUMBER	LENGTH 2.44 mi.	DATE 3/2/84	NAME Bricher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization		All	All	-	206,500-
2	Temporary Protection and Direction of Traffic		All	All	-	15,000-
3	Temporary Signs		Sq. Ft.	475	6-	2,850-
4	Temporary Barricades		Each	50	70-	3,500-
5	Temporary Plastic Safety Markers		Each	450	50-	22,500-
6	Flagmen		Hour	5,600	15-	84,000-
	ROADWORK					
7	Clearing and Grubbing		All	All	-	5,000-
8	Removal of Structures and Obstructions		All	All	-	45,000-
9	Ditch Excavation		Cu. Yd.	1,920	6-	11,520-
10	General Excavation		Cu. Yd.	35,000	7-	245,000-
11	Trench Excavation		Cu. Yd.	4,500	8-	36,000-
12	1"-0 Rock Backfill		Cu. Yd.	4,400	9-	39,600-
13	Finishing Roadbed and Slopes		All	All	-	7,500-
14	Furnishing and Placing Topsoil		Cu. Yd.	350	10-	3,500-
15	Watering		M-Gal.	2,000	8-	16,000-
16	Treated Base Mixture		Ton	48,000	9-	432,000-
17	Cement in Treated Base Mixture		Ton	2,700	75-	202,500-

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE-COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION E. Main St. - E.C.L. (Hillsboro)		COUNTY WASH.		SHEET 2 OF 5	
KIND OF WORK (see sht. 1)	KEY NUMBER	LENGTH 2.44 mi.	DATE 3/5/84	NAME Bricher	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
18	1"-0 Aggregate Base		Ton	5,500	9-	49,500-
19	Class "B" or Class "C" Asphalt Concrete Mixture		Ton	17,000	21-	357,000-
20	Asphalt Cement in Mixture		Ton	950	165-	156,750-
21	Hydrated Lime in Mixture		Ton	200	85-	17,000-
22	Asphalt in Tack Coat		Ton	15	200-	3,000-
23	Concrete in Box Culvert		Cu.Yd.	70	300-	21,000-
24	Reinforcement in Box Culvert		Lb.	15,000	0^{55}	8,250-
25	24-inch Culvert Pipe		Lin.Ft.	55	29-	1,595-
26	30-inch Culvert Pipe		Lin.Ft.	32	30-	960-
27	60-inch Concrete Culvert Pipe		Lin.Ft.	83	70-	5,810-
28	60-inch Steel Culvert Pipe		Lin.Ft.	35	600-	21,000-
29	10-inch Storm Sewer Pipe		Lin.Ft.	2,375	14-	33,250-
30	12-inch Storm Sewer Pipe		Lin.Ft.	882	17^{50}	15,435-
31	15-inch Storm Sewer Pipe		Lin.Ft.	1,946	19-	36,974-
32	18-inch Storm Sewer Pipe		Lin.Ft.	13	22-	286-
33	21-inch Storm Sewer Pipe		Lin.Ft.	74	22-	1,628-
34	24-inch Storm Sewer Pipe		Lin.Ft.	40	29-	1,160-
35	30-inch Storm Sewer Pipe		Lin.Ft.	105	30-	3,150-
36	36-inch Storm Sewer Pipe		Lin.Ft.	15	39-	585-
37	8-inch Sanitary Sewer Pipe		Lin.Ft.	95	15-	1,425-
38	18-inch Sanitary Sewer Pipe		Lin.Ft.	20	22-	440-

734-1736 (REV. 2-84)

SUMMARY—BID SCHEDULE—COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION E. Main St. - E.C.L. (Hillsboro)		COUNTY WASH.	SHEET 3 OF 5
KIND OF WORK (see Sht. 1)	KEY NUMBER	LENGTH 2.44 mi.	DATE 3/5/84	NAME Bricher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
39	Extra for Pipe Under Pavement		Lin. Ft.	500	15-	7,500-
40	Bedding Material		Cu. Yd.	400	20-	8,000-
41	Concrete Manholes		Each	17	1,200-	20,400-
42	Concrete Inlets, Type D		Each	2	400-	800-
43	Concrete Inlets, Type G-2		Each	92	350-	32,200-
44	Type 1 Fence		Lin. Ft.	1,700	2^{50}	4,250-
45	CL-6R Chain Link Fence		Lin. Ft.	180	10-	1,800-
46	CL-10R Chain Link Fence		Lin. Ft.	395	13-	5,135-
47	6' × 72" Chain Link Single Gates		Each	1	210-	210-
48	24' × 48" Chain Link Double Gates		Each	1	600-	600-
49	Reinstalling Type 1 Fence		Lin. Ft.	860	2^{50}	2,150-
50	Reinstalling CL-6R Chain Link Fence		Lin. Ft.	1,310	6-	7,860-
51	Reinstalling Wood Fence		Lin. Ft.	320	6-	1,920-
52	Furnish and Install Backstop		Each	1	2,500-	2,500-
53	Concrete Walks		Sq. Yd.	13,250	10-	132,500-
54	Concrete Driveways		Sq. Yd.	1,300	13^{50}	17,550-
55	Concrete Curbs, Type A		Lin. Ft.	5,100	7-	35,700-
56	Concrete Curbs, Type A Modified		Lin. Ft.	13,500	10-	135,000-
57	Concrete Curbs, Type C		Lin. Ft.	7,480	3-	22,440-

734-1736 (REV. 2-84)

SUMMARY BID SCHEDULE COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION E. Main St. - E.C.L. (Hillsboro)	COUNTY WASH.	SHEET 4 OF 5
KIND OF WORK (see Sht. 1)	KEY NUMBER	LENGTH 2.44 mi.
DATE 3/5/84	NAME Bricher	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
58	Extra for Asphalt Approaches		Each	15	150-	2,250-
59	Drainage Curbs		Lin. Ft.	1,400	2-	2,800-
60	Loose Riprap, Class 50		Cu. Yd.	20	30-	600-
61	Filter Blanket		Cu. Yd.	20	18-	360-
62	Adjusting Manholes		Each	42	175-	7,350-
63	Reconstructing Concrete Manholes		Each	20	450-	9,000-
64	Adjusting Inlets		Each	2	200-	400-
65	Adjusting Boxes		Each	60	100-	6,000-
66	Relocating Water Meters		Each	65	150-	9,750-
67	Relocating Fire Hydrants		Each	8	300-	2,400-
68	Single Mailbox Supports		Each	87	75-	6,525-
69	Multiple Mailbox Supports		Each	1	150-	150-
70	Concrete Collars		Each	1	100-	100-
71	Removal of Existing Pavement Markings		All	All	-	1,500-
72	Thermoplastic Pavement Arrows		Each	18	200-	3,600-
73	Thermoplastic Pavement Line		Lin. Ft.	7,200	$1^{\underline{35}}$	9,720-
74	Mono-Directional Crystal Type I Markers		Each	1,900	$3^{\underline{50}}$	6,650-
75	Bi-Directional Yellow Type I Markers		Each	450	4-	1,800-
76	White Type II Markers		Each	1,225	2-	2,450-

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION E. Main St. - E.C.L. (Hillsboro)		COUNTY WASH.		SHEET 5 OF 5
KIND OF WORK (see sht. 1)	KEY NUMBER	LENGTH 2.44 mi.	DATE 3/6/84	NAME Bricher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	SIGNING					
77	Sign Support Footings		All	All	-	1,000-
78	Single Sign Supports		All	All	-	1,000-
79	Type "C" and "D" Signs in Place		Sq. Ft.	125	19-	2,375-
80	Move, Modify and Reinstall Existing Signs		All	All	-	1,700-
81	Move and Reinstall Existing Lights		All	All	-	1,000-
	TRAFFIC SIGNALS					
82	Traffic Signal Installation, Complete		All	All	-	199,850-
83	Interconnect System, Complete		All	All	-	30,640-
	LANDSCAPING					
84	Roadside Seeding and Mulching		All	All	-	1,600-
85	Relocate and Plant Trees		Each	21	150-	3,150-
86	Relocate and Plant Shrubs		Each	62	25-	1,550-
87	Lawn Construction		All	All	-	1,250-
88	Irrigation System		All	All	-	5,700-

734-1736 (REV. 2-84)

334-1901

STATE OF OREGON **INTEROFFICE MEMO**

TO: FILE

DATE: April 30, 1984

Bob Heard

FROM: BOB HEARD
Project Coordinator

SUBJECT: E. Main St.-ECL (Hillsboro)
Cornell Road

On Friday, April 27, 1984, I met with Roy Gibson, acting City Engineer for the City of Hillsboro, to discuss the $800,000 shortage of construction funds for the Cornell Road project. I gave Roy a copy of the confidential unit prices for bid items for comparison with the list he originally submitted with the project. After going through the bid item scheules, we found that, in many cases, the unit prices used for estimating the cost were significantly different. Roy indicated that they had based theirs on previous contracts that they had let in the City. I indicated that ours were based on average bid prices that we had received on contracts state-wide.

He determined that there were items on there that could be eliminated, but it only amounted to a non-significant amount of money. I told him that it was possible that when the contract was let, that the bid prices may be as much as 10 percent under our estimated cost (it can also be equal to, or greater than, our estimated cost). With the thought in mind that the contract could come in a maximum of 10 percent under our estimated cost, he discussed the financial matter with the city manager. The decision was to let the contract using our unit cost estimates. The City will, in the meantime, try to develop the additional $800,000 necessary as per our cost estimate. If they cannot work out some agreement with Washington County and the MSD to provide this money, they, the City of Hillsboro, will provide the additional money necessary to fund the contract. I asked Roy to send me a letter confirming this arrangement.

po

cc: E. L. Hardt
J. D. McClure
C. H. Duval
Wayne Schulte
Karen Bunk
Roy Gibson

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAY 1 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

June 21, 1984

Mr. Roy Gibson
Acting City Engineer
City of Hillsboro
205 S.E. Second Avenue
Hillsboro, Oregon 97123

Dear Mr. Gibson:

On June 14, 1984 we received a satisfactory bid from Baker Rock Crushing Company of Beaverton, for the East Main Street-East City Limits (Hillsboro) Section of Cornell Road.

The City's share of the project cost is computed as follows:

Contractor's Bid		$2,371,527.18
Anticipated Additional Items:		
Permanent Pavement Striping	$ 9,000.00	
Temporary Pavement Striping	2,000.00	
State Furnished Software w/PROMS	2,800.00	
On the Job Trainees ($0.80 x 1,000 hours)	800.00	
Signal Controller Testing	3,175.00	
Signal Turn-On	1,000.00	
18 Painted Arrows	360.00	
58-200w HPS Lum.	25,000.00	
10 Buttons	100.00	
Relocating Water Meters and Fire Hydrants	12,000.00	
195'-CL-4R Chain Link Fence	2,000.00	
Revise Baseball Diamond	2,000.00	60,235.00
Subtotal		$2,431,762.18
Contingencies (4 1/2%)		109,429.29
Engineering (8%)		194,540.97
Total		$2,735,732.44
Less Available Federal Funds		2,284,000.00
City Share Construction		$ 451,732.44
Plus City Share P.E. by State:	$58,000 x 15%=	8,700.00
Total City Share		$ 460,432.44
	Rounded	$460,430

We will award the contract when we receive your advance deposit of $460,430, which should arrive no later than July 6, 1984. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:JC
Attachments

bcc: W/AD #84-70 Wayne Schulte, Metro Region
Vern Skoog-Please return completed AD #84-70 when advance deposit is received.

4846

City Of Hillsboro

205 S.E. Second Ave. ▫ 681-6100 ▫ Hillsboro, Oregon 97123

June 26, 1984

Mr. Gary A. Potter
Highway Accounting Room 434
Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

In response to your letter dated June 21, 1984 regarding an advance deposit for the East Main Street - East City Limits (Hillsboro) Section of Cornell Road, the City of Hillsboro chooses the third option.

On January 18, 1983 the City Council approved an irrevocable limited power of attorney which is on file with the Local Government Investment Pool and the Highway Accounting Department. On June 19, 1984 the Hillsboro City Council authorized an additional $460,430 for a deposit on the same above named project, effective July 5, 1984. (Local Government Investment Pool account number 4038.)

If you have any questions regarding this matter or if we may be of further assistance to you in any way, please do not hesitate to call upon us.

Very truly yours,

CITY OF HILLSBORO

By Margaret M. Bauer
Margaret M. Bauer
Director of Finance

MMB/ch

cc: Jan Peterson

7-6-84
460,430 on Account
in LGIP says
Pete G. E

6-29-84
Wayne Schulte
will get new Power
of Atty. E

still need Power of Atty.
E
Contractor will deliver 7-9-84
E

PROGRAM SECTION

JUN 27 '84

Manager	
Resource Unit	
Project Unit	
Program Unit	

REFER TO
Circle one R/D D/R
Act Disc Info File

July 18, 1984

Mr. E.S. Mills
City Manager
City of Hillsboro
205 SE Second Ave.
Hillsboro, OR 97123

Subject: E. Main St.-East City Limits Sec.
Cornell Rd. IX-9022(6)(7)(9)

Dear Mr. Mills:

We have reviewed the costs for the subject project, and it now appears that R/W costs may be considerably less than previously anticipated, thereby, reducing the city share as final figures on acquisitions become available.

A summary of estimated project costs, federal funds required, and city share as you requested is as follows:

Phase	Total Est. Cost	Federal Funds	City Share
Preliminary Engineering:			
By City (7-3-84 Letter)	$ 147,317.25	$ 125,220.00	$ 22,097.25
By State	58,000.00	49,300.00	8,700.00
TOTAL P.E.	$ 205,317.25	$ 174,520.00	$ 30,797.25
Right-of-Way	155,000.00	131,750.00	23,250.00
Construction	2,735,732.44	2,393,730.00	342,002.44
TOTALS	$3,096,049.69	$ 2,700,000.00	$396,049.69
Less Credit for R/W			
Deposit 1-18-83			(41,900.00)
Less City Share of P.E.			(22,097.25)
REVISED CITY SHARE			$332,052.44

The amounts used in these computations are estimates; however, it appears that the previously requested $460,430 city share should now be $333,000. You may wish to withdraw the overpayment from the Local Government Investment Pool, if so, please advise.

Thank you for bringing this to my attention.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:bkb
bcc: Ed Hardt, Metro Region
V.E. Skoog

[illegible]

Date: April 3, 1985 PRO

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Setion

Subject: Project No. IX-9022(7)
Item No. 10066
E. Main St.-ECL (Hillsboro) Section
City Street (Cornell Road)
Washington County

I request authorization to proceed with the actual acquisition of additional files No. 54315 thru 54319 on the subject project, as outlined in red on the enclosed sketch map, and does not require a relocation or moving allowance.

Authorization to proceed as requested will change financing as follows:

	Total Cost	Federal Funds
Previous Authorization	$ 280,000.00	$ 238,000.00
Additional Authorization	28,000.00	23,800.00
Total	$ 308,000.00	$ 261,800.00

DDB:bkb
cc: J. Boyd
Don Aman
General Files

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: March 29, 1985

Donald C. Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: E. Main Street-Hills Section
Cornell Road
Washington County
Project #IX-9022(7)

We have received five additional files on the above project. The acquisition of this right-of-way is estimated at $28,000, and does not require a relocation or moving allowance.

Please request confirmation of the verbal authorization of 7-26-84 to proceed with the acquisition of this right-of-way from the Federal Highway Administration.

The above estimate covers files 54315 to 54319 as shown on map 10C-52-1.

DA:jh
attach.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT 4 PROGRAM UNIT ___
APR 01 1985
REFER TO Bracke
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1307

334-1901
434-1901

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

PAID BY

(For use of Paying Office)

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon

ADDRESS Capitol Bldg. - Salem, OR 97310

STATE Oregon

VOUCHER PERIOD FROM 1-6-81 TO 5-22-83

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. IX-9022(6)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
772	$131,690.91	$131,690.91	85%	$111,937.27	$111,937.27	$ 0.00
	51,931.52	51,773.42	85%	44,007.41	44,007.41	0.00
	$183,622.43	$183,464.33	85%	$155,944.68	$155,944.68	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	5/3/85	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	East Main Street-East City Limits (Hillsboro) Section **Cornell Road-Hillsboro Highway** **Washington County**					[illegible]
	Preliminary Engineering					
	Type Code PE					
	Work by the City of Hillsboro	All	Required		$131,690.91	
	State	All	Required		50,940.51	
	Total Participating Preliminary Engineering				182,631.42	
	Misc. Project Cost					
	Audit Expense	All	Required		324.34	
	Type Code Y070					
	Archeological Salvage	All	Required		508.57	
	Total Participating Project Cost				183,464.33	
	Nonparticipating Project Cost					
	P.E. State	All	Required		158.10	
	Total Project Cost				183,622.43	
	Prepared based on Participating Costs as shown on the Federal Billing as of					
	434-1901 011					
	AMOUNT CARRIED FORWARD					

7-16

FINAL REPORT on Real Property Negotiations

IX-9022(7)

HIGHWAY DIVISION

File 54316

Sta. 120+20 to Sta. 122+40

Name of owner GEORGE RAY SCOTT & MARIAN SCOTT
7975 SW Durham Rd.
Tigard, OR 97224

CONTRACT PURCHASER:

Mail address JOSEPH AIZAWA (C.P.) Phone No. 659-8181
2647 S.E. Lake Rd.
Milwaukie, OR 97222 Phone No.

Attorney N/A Address

Purpose of purchase P.E. Slopes OPTION EXPIRES 11/14/85 Possession Upon Payment

Location of property E. Main-Hillsboro ECL section of Cornell Rd. Highway in Washington County.

Street address or Sec. T.R. Sec. 33, T1N, R2W

How does taking affect remaining property? Minor reduction in site use.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Slope Easement.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND - Commercial - 1872 s.f. @ NOMINAL VALUE = $ 250
Perm. Ease. for slopes

Withholding $ 0 for

Appraisals: $ 250 By John W. Cooper Review Appraisal $ 250

Staff & Fee $

By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 334-2540 Participating $ 250 Non-Participating $ -0-

Tigard, OR 97224

CONTRACT PURCHASER:

Mail address JOSEPH AIZAWA (C.P.) Phone No. 659-8181
2847 S.E. Lake Rd.
Milwaukie, OR 97222 Phone No.

Attorney N/A Address

Purpose of purchase P.E. Slopes | OPTION EXPIRES 11/14/85 | Possession Upon Payment

Location of property E. Main-Hillsboro ECL section of
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LAND - Commercial - 1872 s.f. @ NOMINAL VALUE = $ 250
Perm. Ease. for slopes

Withholding $ 0 for

Appraisals: $ 250 By John W. Cooper Review Appraisal $ 250
Staff & $
Fee $ By Carl G. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 334-2540 Participating $ 250 Non-Participating $ -

General remarks Send voucher with easement.
(Give such general explanation as you desire to support settlement)

Settlement recommended:
Kenneth Polk Date 5-16-85 Signed: John E. Baker
Right of Way Supervisor JOHN E. BAKER Right of Way Agent
Date Dated: 5/16/85
Right of Way Manager
Authorized by Transportation Commission: J B Boyd 5/21/85 Date

FORM 734-3042 (4-84)

citx 5/24/85

FINAL REPORT on Real Property Negotiations IX-9022(7)

HIGHWAY DIVISION

File 54317

Sta. 112+50 to Sta. 120+00

Name of owner John S. Maring
10000 SW Wilshire St., Suite 100
Portland, Oregon 97225

Mail address Phone No. 297-1311

Phone No.

Attorney none Address

Purpose of purchase Perm. Ease. OPTION EXPIRES 11/27/85 Possession upon payment

Location of property E. Main St.-Hillsboro E.C.L. section of
Cornell Road (County Road) Highway in Washington County.

Street address or Sec. T.R. Sec. 33, T.1N, R.2W

How does taking affect remaining property? minor reduction in usable area.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken two easements on industrial land.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Parcel 1, Permanent Easement for Street, Sidewalk, Parkway & Public Utilities; Industrial;

Usable area -	1700 s.f.	@ $3.63+/s.f.	- $6175		
Flood Plain -	637 s.f.	@ nominal	- 100	=	$ 6,275
	2337 s.f.				

Parcel 2, Permanent Easement for Slopes; Industrial;

Usable area -	3200 s.f.	@ nominal	- $ 100		
Flood Plain -	5442 s.f.	@ "	- 100	=	200
	8642 s.f.				

TOTAL = $ 6,475

Withholding $ -0- for

Appraisals: $ 6475 By J. Cooper Review Appraisal $ 6,475
Staff & $
Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 332-2.40 Participating $ 6475 Non-Participating $

General remarks owner is signing voucher and easement

10000 SW Wilshire St., Suite 100
Portland, Oregon 97225

Mail address ______ Phone No. 297-1311

______ Phone No. ______

Attorney none Address ______

Purpose of purchase Perm. Ease. | OPTION EXPIRES 11/27/85 | Possession upon payment

Location of property E. Main St.-Hillsboro E.C.L. section of

Cornell Road (County Road) Highway in Washington County.

Street address or Sec. T.R. Sec. 33, T.1N, R.2W

How does taking affect remaining property? minor reduction in usable area.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken two easements on industrial land.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Parcel 1, Permanent Easement for Street, Sidewalk, Parkway & Public Utilities; Industrial;
Usable area - 1700 s.f. @ 3.63^+$/s.f. - $6175
Flood Plain - 637 s.f. @ nominal - 100 = $ 6,275
2337 s.f.

Parcel 2, Permanent Easement for Slopes; Industrial;
Usable area - 3200 s.f. @ nominal - $ 100
Flood Plain - 5442 s.f. @ " - 100 = 200
8642 s.f.

TOTAL = $ 6,475

Withholding $ -0- for ______

Appraisals: $ 6475 By J. Cooper Review Appraisal $ 6,475
Staff & $ ______
Fee $ ______ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 23[illegible].40 Participating $ 6475 Non-Participating $ ______

General remarks owner is signing voucher and easement
(Give such general explanation as you desire to support settlement)

Settlement recommended:
Kenneth Rolfe Date 5-28-85 Signed: ______
Right of Way Supervisor Right of Way Agent
JOHN E. BAKER
Right of Way Manager Date J. B. Boyd 6/3/85 Dated: May 29, 1985
Authorized by
Transportation Commission: Date ______

FORM 734-3042 (4-84)

city 6/7/85

FINAL REPORT on Real Property Negotiations

HIGHWAY DIVISION

IX-9022(7)

File 54318

Sta. 126+00 to Sta. 130+00

Name of owner Adult Student Housing

Mail address 4550 NE Cornell Road, Hillsboro, Ore. 97124 Phone No. 640-2656

Phone No.

Attorney none Address

Purpose of purchase 2 Perm.Ease. OPTION EXPIRES 1129-85 Possession upon pymt.

Location of property East Main St.-Hillsboro E.C.L. section of Cornell Road (County) Highway in Washington County.

Street address or Sec. T.R. 4550 NE Comell Rd., Hillsboro 97124

How does taking affect remaining property? imposes two permanent easements on title.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Two permanent easement on property zoned M-P for Industrial Park
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Parcel #1 - Perm.Ease. Parkway, Sidewalk & Pub. Util., 3898 s.f. @ 3.62^+$/s.f.	=	$14,125
Parcel #2 - Perm. Ease. Slopes, 2132 s.f. @ nominal	=	100
TOTAL	=	$14,225

NOTE: "Original" Easement document sent for recording 5/31/85 by First American Title Insurance Co. of Oregon -- see "report of Personal Interview" 5/30/85.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT T
JUN 11 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Withholding $ -0- for

Appraisals: $ 14,225 By J. Cooper Review Appraisal $ 14,225
Staff & $
Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 334-2540 Participating $ 14,225. Non-Participating $ —

Mail address 4550 NE Cornell Road, Hillsboro, Ore. 97124 Phone No. 640-2656

Phone No.

Attorney none Address

Purpose of purchase 2 Perm.Ease. | OPTION EXPIRES 1129-85 | Possession upon pymt.

Location of property East Main St.-Hillsboro E.C.L. section of

Cornell Road (County) Highway in Washington County.

Street address or Sec. T.R. 4550 NE Cornell Rd., Hillsboro 97124

How does taking affect remaining property? imposes two permanent easements on title.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Two permanent easement on property zoned M-P for Industrial Park
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Parcel #1 - Perm.Ease. Parkway, Sidewalk & Pub. Util., 3898 s.f. @ 3.62^{+}/s.f.	=	$14,125
	Parcel #2 - Perm. Ease. Slopes, 2132 s.f. @ nominal	=	100
	TOTAL	=	$14,225

NOTE: "Original" Easement document sent for recording 5/31/85 by First American Title Insurance Co. of Oregon -- see "report of Personal Interview" 5/30/85.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 11 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Withholding $ -0- for

Appraisals: $ 14,225 By J. Cooper Review Appraisal $ 14,225
Staff & $
Fee $ By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 334-2540 Participating $ 14,225. Non-Participating $ —

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date 6-4-85 Signed:
Right of Way Agent
Dale Rossman

Right of Way Manager Date Dated: June 4, 1985

Authorized by Transportation Commission: Date

FORM 734-3042 (4-84)

city 6/7/85

FINAL REPORT on Real Property Negotiations

IX-9022(7)

HIGHWAY DIVISION

File 54319

Sta. 129+88 to Sta. 131+68

Name of owner Sylvester A. and Alvina J. Spieker

Mail address 4802 NE Cornell Rd., Hillsboro, Ore. 97124 Phone No. 648-5069

Phone No.

Attorney none Address

Purpose of purchase Perm. Ease. OPTION EXPIRES 11/8/85 Possession upon payment

Location of property East Main St.-Hillsboro ECL section of Cornell Rd. (County) Highway in Washington County.

Street address or Sec. T.R. Sec. 33, T.1N, R.2W, W.M.

How does taking affect remaining property? imposes perm. ease. on portion of frontage
(Give details regarding dividing of tract, if appropriate)

Nature of property taken two permanent easements on undeveloped land zoned Industrial Park.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Industrial Park -

Parcel 1 - Perm.Ease. Parkway, sidewalk, Pub. Utilities, 954 s.f. @ $3.64+/s.f.	=	$ 3,475.
Parcel 2 - Perm.Ease. Slopes - 775 s.f. @ $.67+/s.f.	=	525.
TOTAL	=	$ 4,000.

Withholding $ -0- for

Appraisals: $ 3575 By J. Cooper Review Appraisal $ 3575

Staff & $

Fee $ By C. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 334-2540 Participating $ 4000 Non-Participating $

Mail address 4802 NE Cornell Rd., Hillsboro, Ore. 97124 Phone No. 648-5069

Phone No.

Attorney none Address

Purpose of purchase Perm. Ease. OPTION EXPIRES 11/8/85 Possession upon payment

Location of property East Main St.-Hillsboro ECL section of

Cornell Rd. (County) Highway in Washington County.

Street address or Sec. T.R. Sec. 33, T.1N, R.2W, W.M.

How does taking affect remaining property? imposes perm. ease. on portion of frontage
(Give details regarding dividing of tract, if appropriate)

Nature of property taken two permanent easements on undeveloped land zoned Industrial Park.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Industrial Park -

Parcel 1 - Perm.Ease. Parkway, sidewalk,Pub. Utilities, 954 s.f. @ 3.64^+$/s.f.	=	$ 3,475.
Parcel 2 - Perm.Ease. Slopes - 775 s.f. @ $.67$^+$/s.f.	=	525.
TOTAL	=	$ 4,000.

Withholding $ -0- for

Appraisals: $ 3575 By J. Cooper Review Appraisal $ 3575

Staff & $

Fee $ By C. Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 334-2540 Participating $ 4000 Non-Participating $

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Rolf Date 5-9-85 Signed:
Right of Way Supervisor Right of Way Agent

Dale Rossman

Date 5-17-85 Dated: May 9, 1985
Right of Way Manager

Authorized by Transportation Commission: Date 5/20/85

FORM 734-3042 (4-84)

city 5/24/85

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 1066

DESCRIPTION		PREFIX	FUNCTION	SUB F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
MILL CR (W 6TH ST) BR 464	CONT NO	FA PROJ NOS BRM 4170001 100						
	333	1952	295	00 N 9	288.58	2,528.81	2,528.81	STATE
	333	1952	296	00 N 9	771.21CR	8,286.83CR	8,286.83CR	
	333	1952	298	00 N 9	482.63	5,758.02	5,758.02	
	333	1952	901	00 P 1	6.92CR	5,878.10	5,878.10	
	333	1952	902	00 P 1	.66	17.76	17.76	
	333	1952	911	00 P 1	2.31CR	510.98	510.98	
	333	1952	918	00 P 1	152.60	159.06	159.06	
	333	1952	923	00 P 1	860.24	1,568.55	1,568.55	
	333	1952	925	00 P 1	364.10	364.10	364.10	
	333	1952	933	00 P 1	.30CR	67.05	67.05	
			TOT	P1	1,368.07	8,565.60	8,565.60	
			** JOB TOTALS **		1,368.07 **	8,565.60 **	8,565.60 **	
E MAIN-ECL(HILLSBORO)	CONT NO	* FA PROJ NOS X10 9022006 100						
	334	1901	295	00 N 9		8,062.49	~~8,062.49~~	STATE
	334	1901	296	00 N 9		10,502.45CR	~~52,869.90CR~~	
	334	1901	298	00 N 9		2,439.96	~~44,602.41~~	
	334	1901	901	00 P 1		140.40	3,521.24 -pm	
	334	1901	901	00 N 1			158.10 - pm NP	
	334	1901	902	00 P 1			109.30 - citizen	
	334	1901	903	00 P 1		140.40CR		
	334	1901	904	00 P 1			31.41 - Consultant	
	334	1901	905	00 P 1		108.00	5,992.58 - final	
	334	1901	906	00 P 1			558.70 - bridge	
	334	1901	907	00 P 1			839.69 - preliminary	
	334	1901	909	00 P 1			3,402.57 - R/W Cost	
	334	1901	910	00 P 1			841.33 - Geology	
	334	1901	911	00 P 1			2,511.57 - Traffic	
	334	1901	912	00 P 1			371.60 - Landscape	
	334	1901	913	00 P 1			1,213.69 - R/W Liaison	
	334	1901	914	00 P 1			160.54 - Utility	
	334	1901	915	00 P 1		317.27	324.34 - Aud. P	
	334	1901	918	00 P 1			245.38 - Location	
	334	1901	920	00 P 1			216.89 - Program	
	334	1901	921	00 P 1			4,770.75 - Specs	
	334	1901	923	00 P 1			23,426.61 - Environ	
	334	1901	932	00 P 1		19.97CR	60.86 - Utility	
	334	1901	933	00 P 1			153.37 - Base Design	
	334	1901	934	00 P 1			308.72 - Geology	
	334	1901	938	00 P 1			2,062.63 - Environ	
	334	1901	939	00 P 1			508.57 - Environ	
	334	1901	950	00 P 1		902.54CR		
	334	1901	980	00 P 1			151.08	
			TOT	P1		497.24CR	51,773.42	
			TOT	N1			158.10	
			** JOB TOTALS **		**	497.24CR**	51,931.52 **	

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 1352

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	334	2538	430	00	P 2		5,615.27CR		
	334	2538	470	00	P 1			596.31	
	334	2538	713	00	P 1			150.00	
	334	2538	913	00	P 1			279.59	
	334	2538	920	00	P 1	.09CR	20.11	68.46	
	334	2538	930	00	P 1	13.32	12,797.02	13,450.80	
	334	2538	930	00	P 2		12,589.51CR		
	334	2538	930	00	N 1			53.07	
	334	2538	950	00	P 1			1,630.08	
	334	2538	950	00	N 1			.07CR	
			TOT	P1		49.67	688,937.88	724,230.01	
			TOT	P2			676,471.00CR		
			TOT	N1		9.89	423.68	736.21	
			** JOB TOTALS **			59.56 **	12,890.56 **	724,966.22 **	
E MAIN ST-E CL HILLSBORO	CONT NO		FA PROJ NOS X10 9022007 100						STATE
	334	2540	295	00	N 9	202.29	809.62	~~27,935~~.18	
	334	2540	296	00	N 9	5,749.47CR	9,713.45CR	~~167,295~~.00CR	
	334	2540	298	00	N 9	5,547.18	8,903.83	~~139,359.82~~	
	334	2540	401	00	P 1	4,250.00	4,250.00	91,810.00	- land
	334	2540	404	00	P 1			19,772.00	- landscaping
	334	2540	405	00	P 1			5,018.00	- severance
	334	2540	407	00	P 1	35.53	1,872.33	18,090.10	- Appraisal
	334	2540	409	00	P 1			571.50	- Grants to Locals
	334	2540	412	00	P 1	113.13	716.84	4,892.04	- Title Costs
	334	2540	413	00	P 1	.06CR	65.50	274.76	- Taxes
	334	2540	414	00	P 1	610.72	1,910.01	14,671.43	- Negotiation
	334	2540	426	00	P 1			347.64	- Legal
	334	2540	430	00	P 1	204.82	297.57	2,470.92	- Appraisal
	334	2540	909	00	P 1	7.50CR	1,739.53	1,739.53	- R/W Desc
	334	2540	913	00	P 1	47.22	383.21	1,320.53	- R/W Liaison
	334	2540	913	00	N 1			129.15	- " NP
	334	2540	930	00	P 1	136.10	330.19	4,114.24	- office
			TOT	P1		5,389.96	11,565.18	165,092.69	
			TOT	N1				129.15	
			** JOB TOTALS **			5,389.96 **	11,565.18 **	165,221.84 **	
MIDDLEBRKST-PACHWYH-NEWBERG	CONT NO		* FA PROJ NOS M 5885002 100						STATE
	336	2513	295	00	N 9			513.99	
	336	2513	296	00	N 9			8,161.02CR	
	336	2513	298	00	N 9			7,647.03	
	336	2513	401	00	P 1			325.00	
	336	2513	404	00	P 1			4,545.00	
	336	2513	407	00	P 1			964.23	
	336	2513	412	00	P 1			38.15	
	336	2513	414	00	P 1			2,305.28	
	336	2513	415	00	P 1			19.83	

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                          JUNE 1985        PAGE  393

      DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH        FISCAL           GRAND TOTAL      ACTIVE  YRS
                                                                                 YEAR TO DPTE         TO DATE        BEG     END
                                 331   1098    [illegible]  00 N 9                   18,418.89          152,168.89       78      84
                                 331   1098    296     00 N 9                    48,418.89CR      2,416,592.33CR     78      84
                                 331   1098    298     00 N 9                                     1,842,799.72       78      82
                                 331   1098    299     00 N 9                    30,000.00          381,623.72       81      84
                                 331   1098    900     00 P 1                                        20,793.45       78      81
                                 331   1098    900     00 P 2                                         3,219.62       78      81
                                 331   1098    900     00 N 1                                         1,079.58       78      79
                                 331   1098    900     00 N 2                                            55.55       78      79
                                 331   1098    904     00 P 1                                       204,999.98       79      81
                                 331   1098    915     00 P 1                                         1,550.52       78      82
                                 331   1098    915     00 P 2                                            43.89       79      82
                                 331   1098    920     00 P 1                                           153.13       78      80
                                 331   1098    920     00 P 2                                             8.05       78      80
                                 331   1093    927     00 N 1                                            42.92       79      79
                                 331   1098    928     00 N 1                                            44.49       79      81
                                 331   1098    928     00 N 2                                              .43       81      81
                                 331   1098    945     00 P 1                                            65.85       81      81
                                 331   1098    945     00 P 2                                             3.46       81      81
                                 331   1098    948     00 P 1                                            36.34       81      82
                                 331   1098    950     00 P 1                                           173.23       79      79
                                 331   1098    950     00 P 2                                             9.11       79      79
                                 331   1092    985     00 P 1                                           215.37       78      79
                                 331   1098    985     00 P 2                                            11.33       78      79
                                               TOT     P1                                         2,209,992.75
                                               TOT     P2                                           216,048.92
                                               TOT     N1                                             4,505.43
                                               TOT     N2                                                51.59
                                            ** JOB TOTALS **                   **               ** 2,430,598.69  **

  MOSIER/THE DALLES-W 8TH      CONT NO 9242 * FA PROJ NOS M   4031003 100                                          STATE
                                 333   1028    201     00 P 1                                       329,083.57       81      84
                                 333   1028    206     00 N 1                                           222.71       82      82
                                 333   1028    296     00 N 9                     4,297.92CR        344,400.55CR     81      84
                                 333   1028    297     00 N 9                     4,297.92           19,097.92       82      84
                                 333   1028    298     00 N 9                                       325,302.63       81      84
                                 333   1028    900     00 P 1                                        36,416.12       81      82
                                 333   1028    900     00 N 1                                            10.00       81      81
                                 333   1028    920     00 P 1                                           111.91       81      82
                                 333   1028    940     00 P 1                                         1,519.80       81      81
                                 333   1028    944     00 P 1                                           159.46       82      83
                                 333   1028    945     00 P 1                                         1,318.21       81      84
                                 333   1028    946     00 P 1                                           423.98       81      82
                                               TOT     P1                                           369,033.05
                                               TOT     N1                                               232.71
                                            ** JOB TOTALS **                   **               **   369,265.76  **

  E MAIN ST-ECL(HILLSBORO)     CONT NO 9846   FA PROJ NOS X10 9022009 100                           contract       STATE
                                 334   1005    201     00 P 1   154,458.28    1,631,527.96       ✓ 1,631,527.96      84      85
```

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 394

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	334 1005	201	00	N	1		6,246.77	✓6,246.77 cont N.P	85	85
	334 1005	270	02	P	1		2,758.52	✓2,758.52-SFO#2	85	85
	334 1005	270	03	P	1		3,175.00	✓3,175.00-SFO#3	85	85
	334 1005	285	04	F	1		1,826.61	✓1,826.61-SFO#4	84	84
	334 1005	295	00	N	9	34,473.62	280,549.83	~~280,549.83~~	84	85
	334 1005	296	00	N	9	173,564.33CR	1,815,083.17CR	~~1,815,083.17CR~~	84	85
	334 1005	298	00	N	9	139,090.71	1,534,533.34	~~1,534,533.34~~	84	85
	334 1005	900	00	P	1	21,901.57	175,617.70	✓176,961.55-pm	84	85
	334 1005	900	00	N	1		1,975.77	✓1,975.77-pm NP	84	85
	334 1005	903	01	P	1		11.63	✓11.63-pm	85	85
	334 1005	920	00	P	1	.07CR	15.75	✓34.77-program	84	85
	334 1005	940	00	P	1	544.00	11,882.09	✓11,882.09 mat'l	84	85
	334 1005	941	00	P	1	378.68	3,232.78	✓3,232.78	84	85
	334 1005	942	00	P	1	.89CR	197.94	✓197.94	84	85
	334 1005	944	00	P	1	3.73CR	1,124.94	✓1,124.94-tech	84	85
	334 1005	945	00	P	1	2.59CR	573.06	✓573.06-const	84	85
	334 1005	946	00	P	1	31.60	859.25	✓859.25-pm	84	85
	334 1005	948	00	P	1	90.78	323.82	✓323.82-pm	84	85
	334 1005	949	00	P	1	.06	20.72	✓20.72-traffic	84	85
	334 1005	950	00	P	1	3.13CR	918.57	✓918.57-training	84	85
	334 1005	985	00	P	1	.87CR	193.18	✓193.18-CEO	84	85
		TOT	P1			177,393.69	1,834,259.52	1,835,522.39		
		TOT	N1				8,222.54	8,222.54		
		** JOB TOTALS **				177,393.69 **	1,842,482.06 **	1,843,744.93 **		

PROG INTCHGOFFRMPSCHOLLSFRYRD CONT NO 8952 * FA PROJ NOS M 9234004 48 XI 9234004 52

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	STATE	
	334 1035	201	00	P	1			130,240.35	79	84
	334 1035	201	00	P	2			311,386.45	80	84
	334 1035	201	00	N	1			3,868.10	81	84
	334 1035	203	00	P	1			10,613.38CR	80	84
	334 1035	203	00	P	2			11,497.82CR	81	84
	334 1035	203	00	N	1			957.38	81	84
	334 1035	203	00	N	2			46.18CR	84	84
	334 1035	208	00	N	1			17.04CR	82	82
	334 1035	208	00	N	2			18.46CR	82	82
	334 1035	260	05	P	1			667.88	81	81
	334 1035	260	05	N	1			2.20	81	81
	334 1035	270	01	P	1			1,068.68	79	80
	334 1035	270	02	P	1			2,820.48	80	81
	334 1035	270	02	N	1			143.03	80	80
	334 1035	270	03	P	1			192.63	80	81
	334 1035	270	04	P	1			57.42	81	84
	334 1035	270	07	P	1			45,785.13	81	84
	334 1035	270	08	P	1			11,339.65	81	82
	334 1035	270	08	N	1			109.17	81	81
	334 1035	290	06	N	1			3,868.10CR	81	84
	334 1035	296	00	N	9			468,008.90CR	79	84
	334 1035	298	00	N	9			467,768.90	79	84

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

PRO 6-2

Date: February 16, 1988

To: Ted Spence
Metro Region

From: Cam Gilmour, Manager
Program Section

Subject: Project No: IX-9022(9)
E. Main Street-E.C.L. (Hillsboro) Section
Washington County

I have requested obligation of additional federal funds from FHWA on the above federal-aid project in the amount shown:

Previous Obligation	New Obligation	Increase
$2,568,758.00	$2,577,508.00	$8,750.00

Please arrange for updating of MSD's records to show this change.

RLC:jc

c: G. Zehner, w/attachment
W. Schulte, Metro, w/attachment
General Files

Form 734-3122 (1-87)

62

Gary Zehner

Oregon State Highway Division
Salem, Oregon February 16, 1988

Federal-Aid Projet No. IX-9022(9)

E. Main St.-E.C.L. (Hillsboro) Section
Cornell Road
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 0+00 to Sta. 128+61.75)

Item		Unit Price	Original Quantity	Original Amount	Revised Quantity	Revised Amount
Finishing & Placing Topsoil	Cu.Yd.	$12.60	350	$ 4,410.00	771	$ 9,714.60
Bedding Material	Cu.Yd.	8.50	400	3,400.00	987	8,389.50
				$ 7,810.00		$ 18,104.10
				Increase		10,294.10
				Subtotal from Estimate on		2,526,841.03
				Sub-total		2,537,135.13
				Engineering		279,126.87
				Total		$ 2,816,262.00

Type Code Y031
Traffic Signal (4 Signals)

Total as on estimate of 07-12-84		$ 169,461.00
	Total	$ 169,461.00
Length of Project		2.436 mi.
Cost of Roadway Per Mile		$ 1,102,111.66

Retain in Reserve

Total as an estimate of 07-12-84		$ 46,642.00
	Total	46,642.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Sub Job	Total Cost	Federal Funds	City Funds
Roadway	177	021	$ 293,822.00	$ 249,748.00	$ 44,074.00
Roadway	580	011	2,522,440.00	2,144,074.00	378,366.00
Signals	580	011	169,461.00	144,041.00	25,420.00
Subtotal			$ 2,985,723.00	$ 2,537,863.00	$ 447,860.00
Reserve	580	011	46,642.00	39,645.00	6,997.00
Total			$ 3,032,365.00	$ 2,577,508.00	$ 454,857.00

Nonparticipating State Work

Single Mailbox Supports	Each	87	75.00	$ 6,525.00
Multiple Mailbox Supports	Each	1	125.00	125.00
			Total	$ 6,650.00

Group 1: 100%
Contract No. 9846
Prefix: 334-1901
Prefix: C09846

RLC:jc

011

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) STATE FORCES	**("SFO") ORDER NO.** 7 ~~6A~~ ~~6~~ suppl.
PROJECT NAME (SECTION) E. MAIN ST.-E.C.L. (HILLSBORO)	**CONTRACT NO.** C09846
HIGHWAY CORNELL RD. — **COUNTY** WASHINGTON	**ACTIVITY ~~OR OBJECT DETAIL CODE~~** 286
CONTRACTOR: BAKER ROCK CRUSHING CO.	**F.A. PROJECT NO.** IX-9022(9)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

CONTINUE TO PREPARE DEFENSE AGAINST BAKER ROCK CLAIM AND LITIGATION FILED IN WASHINGTON COUNTY ON 4-20-87 IN CIRCUIT COURT CASE NO. 87-0377C.

ESTIMATE OF QUANTITIES AND COSTS:

INCREASE EXISTING SFO 6 BY $100,000.00 FOR A TOTAL OF $135,000.00

EXPLANATION:

THIS AMENDED SFO IS WRITTEN TO INCREASE THE AMOUNT NEEDED TO DEFEND THE STATE OF OREGON IN THIS MATTER. HIGHWAY DIVISION AND DEPARTMENT OF JUSTICE PERSONNEL HAVE SPENT A CONSIDERABLE AMOUNT OF EFFORT IN DEFENSE OF THIS LITIGATION AND CLAIM FOR $807,000.00 BY THE CONTRACTOR.

SUBMITTED BY S J Littrell TITLE Steve Littrell, Contract Claims Coord.	**DATE** 2-8-90	**APPROVAL RECOMMENDED OR ~~APPROVED~~ BY REGION**	**DATE**
APPROVAL RECOMMENDED BY S J Littrell TITLE Steve Littrell, Contract Claims Coord.	**DATE** 2-8-90	**NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC** Kenneth J. Kamod	**DATE** 2-22-90

CONTRACT PROJECTS —
Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT —
Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

5 (Rev. 8-85)

STATE OF OREGON
HIGHWAY OPERATIONS 378-6528

INTERFFICE MEMO

Date: February 23, 1990

To: Don Forbes
State Highway Engineer

Ken Husby

From: Ken Husby, Manager
Office of Operations, Maintenance and Construction

Subject: Request for Increase in Project Authorization
E. Main St. - East City Limits (Hillsboro)
Cornell Road, Washington County
Contract No. 9846
FA No. IX-9022 (9)

Talked w/ Wayne Schulte
3-7-90 FHWA still needs to determine what charges are participating - Only about $276,000 FAU funds might be available if it is decided that much is part. Very touchy subject at this time.

PROGRAM SECTION
Manager______ Admin______
Program____ Fiscal ____ Local____
MAR 2 1990
Refer To Aman ~~Don~~ Don
R/D____ D/R____ Act____
Discuss____ File____ Discard____

This interstate transfer project was completed in December 1985. Claims for additional compensation and litigation have been nearly on-going since that time.

The subject project will overrun the current project authorization of $2,939,432.45 by $515,567.55 or 15%.

There are a number of reasons that have contributed to this increase. Numerous changes in the project work occurred during the construction of this City of Hillsboro designed project. Utility delays and conflicts contributed to many of these changes.

The project time was overrun by 105 days causing increased use of State Forces for engineering. These changes and increased time added $75,000 in engineering costs and $60,000 in changes since the previous increase in authorization.

Additional compaction, stockpiling and increased T.P. and D.T. also added to this increase in the form of a "partial claim settlement" price agreement for approximately $40,000.

The contractor filed litigation in February 1987 for $807,285. Legal posturing and settlement negotiations have continued for three years since that date adding to the legal fees and defense costs totalling $135,000.

The recent settlement of the outstanding claims and litigation for $170,000, including approximately $50,000 in interest, have also contributed to the increase.

approved
2/28/90

orig. cy. to: Fran Neavoll
cys. to: Anhorn
Husby
Adams
Littrell
Gilmour

NOTE:
need to get Region to sign off on project authorization overrun form.

81-125-1367

Costs such as these point out clearly, the need for early resolution of contract disputes. This is a prime example that drawing out the settlement process is more costly in the end. Our new proposed specification for claims and disputes resolution and managements emphasis on early settlements should prevent this type of exorbitant defense and settlement costs.

Since the City of Hillsboro is matching federal funds at 15%, their cost would be $77,335 of this total requested increase.

Under Delegation Order No. 35, paragraph ~~64C~~ 65C, as amended by the Oregon Transportation Commission on September 19, 1989, you are authorized to approve this overrun. It is recommended you approve increasing the project authorization to $3,455,000.

Upon approval, please forward the original copy to Commission Services for the Delegated Authority report with a copy to the Program Section and Operations Section.

KH:SL:mb
dpo2221

EXPECTED OVERRUN OF PROJECT AUTHORIZATION

PROJECT NAME (SECTION) E. Main St.-E.C.L. (Hillsboro)		**DATE** February 9, 1990	**CONTRACT No.** C09846
HIGHWAY Cornell Road		**COUNTY** Washington	**F.A. PROJECT No.** IX-9022(9)
CONTRACTOR Baker Rock Crushing Co.	**KIND OF WORK** Grading, Paving, Sign, Signal & Landscaping	**CONTRACT WORK COMP.** 100 %	**EST. COMP. DATE** December 12, 1985

CURRENT AUTHORIZATION		CURRENT ESTIMATE		
CONTRACT AMOUNT	$2,493,345.00	CONTRACT AMOUNT	$2,942,000.00	
ANTICIPATED ITEMS	79,446.80	FORCE ORDERS	159,000.00	
CONTINGENCY	87,640.65			
ENGINEERING	279,000.00	ENGINEERING	354,000.00	
CREDITS				
TOTAL PROJECT COST	$2,939,432.45	TOTAL PROJECT COST	$3,455,000.00	
		ESTIMATED INCREASE	$515,567.55	15 %

	LIST MAJOR OVERRUNS AND UNDERRUNS - Include the BI, PA, EWO & SFO numbers, description & whether the work was anticipated(A) or unanticipated(U)	**CURRENT ESTIMATED AMOUNT**	**AMOUNT OF CHANGE %**
U	P.A. #40 Partial Claims Settlement (Additional compaction, reloading stockpile, additional T.P. & P.T.)	$ 40,000.00	+100%
U	Engineering	$354,000.00	+ 21%
U	SFO 6; SFO 6A: Defense costs of filed litigation	$170,000.00	+100%
U	P.A. #41 Final Claim Settlement including interest - dismissal of case	$170,000.00	+100%
U	Numerous added work to contract (signing, drainage, monumentation)	$ 60,000.00	+100%

PRINCIPAL REASONS FOR OVERRUNS (Continue on reverse side):

The contractor on this project filed litigation for outstanding claims in the amount of $807,285 in February, 1987. The project was completed in December, 1985, and at that time, many changes, revisions and redesigns had caused 39 Price Agreements, 17 Extra Work Orders to be written. Much of the engineering overrun is due to these numerous changes, and the project time overrun by 105 calendar days thereby extending the engineering charges.

This project was designed by the City of Hillsboro and the City's funding participation is 15% of the project cost. The City was originally named in the lawsuit, but tendered its defense to the State of Oregon, and was subsequently dropped from the lawsuit.

In the settlement negotiations the State recognized some liability for the State and the City in the claim filed by the contractor and his subcontractors. This settlement was within a week of the scheduled trial date and therefore, all defense preparations and the costs associated with those efforts were completed and ready for the trial.

It was not expected that the outcome of the trial would have been much different from the negotiated settlement amount.

SUBMITTED BY S Littrell 2-15-90 Steve Littrell, Contract Claims Coordinator	**NOTED BY CONSTRUCTION ENGINEER** Kenneth D. Karnosh
CONFIRMED BY REGION ENGINEER	**NOTED BY STATE HIGHWAY ENGINEER** Donald E. Forbes

INSTRUCTIONS: Submit the original through Region to the Construction Section Approved copies will be distributed by the Construction Section

734-3372(Rev.4-89)

C09846.ovr

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 26, 1990

In Reply Refer to
File No.:
ACC 4-6

Eldon S. Mills
City Manager
City of Hillsboro
205 S. E. Second Avenue
Hillsboro, Oregon 97123

Subject: East Main St.-East City Limits Section
Cornell Road, IX-9022(6)(7)(9)

Dear Mr. Mills:

Construction on the subject project was completed in December 1985. Claims for additional compensation and litigation have been on-going since that time. With the recent settlement of outstanding claims and litigation we are now able to estimate the total project cost and the city's additional share. A summary of estimated project costs, federal funds and city share is as follows:

PHASE	TOTAL EST. COST	FEDERAL FUNDS	CITY SHARE
PRELIMINARY ENGINEERING			
By City	131,691	111,937	19,754
By State	51,931	44,007	7,924
RIGHT-OF-WAY	187,161	158,977	28,184
CONSTRUCTION (City Portion)	3,456,000	2,906,700	549,300
TOTAL	$ 3,826,783	$ 3,221,621	$ 605,162
Less Credit for R/W Deposit (1-18-83)			41,900
Less Credit for P.E. & Construction Deposit (6-19-84)			333,000
Less Credit for City Match on P.E. Performed by City			19,754
ADDITIONAL CITY SHARE			$ 210,508

ROUNDED $210,500

There are several reasons contributing to this increase. Numerous changes in the project work occurred during construction, with utility delays and conflicts contributing to many of the changes. The project overran 105 days, adding $75,000 in engineering costs and $60,000 in changes. Additional compaction, stockpiling, and temporary protection and direction of traffic added approximately $40,000. Legal fees and defense costs totaled $135,000, and settlement of the outstanding claims and litigation was $170,000, including interest.

Please increase your deposit by $210,500 to cover the city's share of additional costs. You may use one of the methods described in the attachment.

Sincerely,

Linda J. Willnow

Linda J. Willnow
Urban Programs Coordinator
Program Section

LJW:pk
Enclosure
bc w/AD 90-50: Wayne Schulte, Region 1
Don Aman, Program Section
Bob Warberg - Please return completed AD 90-50 when deposit is received.

6-21-90

Points of Interest

1. Construction-PE Advance Deposit was revised to be $333,000. Letter Dated 7-18-84

2. Prorata for construction must have been figured at wrong % — it was $68,358 short @ 15% local match.

3. Need to obligate ± ~~$245,000~~ federal funds. Funds are available, but Federal Aid Unit cannot process until files returned from litigation.

4. EA C09846-030 was for Washington County Fair Board — No City obligation

5. R/W is complete at this time according to Kim Semmons. T.E.C. $187,161

6. Additional Costs to City since Gary's 7-18-84 letter: — Rounded!

PE	(800.00)	
R/W	± 4750.00	
Const.	± 68,350.00	- Not Collected in '84
Const.	± 102,580.00	- Add'l Match on Overruns
Const.	± 36,200.00	- Nonparticipating Costs
NEED	± 211,080.00	

Oregon

DEPARTMENT OF
TRANSPORTATION

March 7, 1991

Alan R. Steger
Acting Division Administrator
Federal Highway Administration
The Equitable Center - Suite 100
530 Center N.E.
Salem, OR 97301

FILE CODE:
PRO

Subject: Program Data Change
Project No. IX-9022(9)
E. Main Street-ECL (Hillsboro) Section
City Street
Washington County

Dear Alan:

I request your approval of a program data change to joint finance the subject project utilizing Appn Code W36 funds as per enclose supplemental agreement. This charge will require the following revisions:

1. Add Appn Code: "W36"
2. Deobligate Appn Code 580, and obligate Appn Code W36 in like amounts

Approval of this request will involve revision in financing as indicated on the enclosed Revised Project Agreement Estimate and Modification of Project Agreement (PR-2A).

Sincerely,

f Donald C

Cam Gilmour, Manager
Program Section

Enclosure

cc: Marty Anderson, Region 1
Steve Specht, Program Section
General Files
Project Files

DDB057.ff

Transportation Building
Salem, OR 97310

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

MKS

March 22, 1991
IN REPLY REFER TO
HA-OR

Mr. Cam Gilmour, Manager
Program Section
309 Transportation Building
Salem, Oregon 97310

Dear Mr. Gilmour:

Oregon Project IX-9022(9)
E. Main Street - ECL (Hillsboro) Section
City Street - Washington County
Program Data Change

Your March 7, 1991 letter requested approval of a program data change to substitute obligation of Urban System funds for a like amount of obligated Interstate Substitution funds.

As explained in Mr. Alan Steger's March 20 letter (copy enclosed) we can not approve this switch of funding.

We have briefly discussed this situation with Mr. Aman and have agreed that local governments in the Portland area should be informed of this policy.

Sincerely yours,

John T. Price

John T. Price
District Engineer

Enclosure
A. Steger 3/20/91 Ltr

MGR. PROGRAM SECTION
Manager ___ Admin ___ Res ___
[illegible] ___ Local ___

MAR 25 1991

Refer To ~~[illegible]~~ Local
O/R ___ Act. ___
File ___ Dir ___

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

March 20, 1991
IN REPLY REFER TO
HAD-OR/120.2
120CAT.ASB

Mr. Cam Gilmour, Manager
Program Section
309 Transportation Building
Salem, Oregon 97310

Dear Mr. Gilmour:

Changes in Funding Categories After Obligation

In recent conversations with your staff, we provided advice about timing of funding category changes on projects that we have now learned was in error. We would like to correct any misunderstanding that may have resulted.

There is no provision of Title 23 or other codified regulations which specifically addresses this issue. However, it is a requirement of general appropriation law that once an agency selects an appropriation it cannot be changed. The FHWA has maintained a long standing policy that once a project is authorized (authorizing a project and obligating the funding are concomitant actions), the funding category is firmly established and cannot be changed without the approval of the Administrator. The project agreement document merely formalizes the contract between the FHWA and the State that was agreed to at project authorization. We are aware of no instances of the Administrator approving such changes.

We are attaching a copy of an August 4, 1987 memorandum from our then Director, Office of Fiscal Services which addresses this same issue. Although it refers to a case in which a State wished to replace minimum allocation funds, we have been advised that the same principle applies equally to other funding categories as well.

We apologize for any inconvenience our previous advice may have caused.

Sincerely yours,

Alan R. Steger
Assistant Division Administrator

Attachment
R. Marcey 8-4-87 Memo

KPC

Conversion of Minimum
Allocation Funds

AUG 4 1987

Director, Office of Fiscal Services
Washington, D. C. 20590

HFS-21

Mr. Leon N. Larson
Regional Federal Highway Administrator (HAD-04)
Atlanta, Georgia

We fully concur in the position taken by you and Division Administrator Bellamy that it is improper for North Carolina to replace obligated minimum allocation funds with funds from other categories. During a recent meeting in Washington, we advised North Carolina officials that this procedure was improper and that we had agreed with your position.

Title 23 does not provide for such a conversion. Title 23 and related laws clearly provide for apportionment and obligation limitations. Converting minimum allocation funds would clearly circumvent those limitations. Furthermore general appropriation law for the Federal Government provides that once an agency selects an appropriation it cannot later change its election and use another appropriation. For the Federal Highway Administration, an apportionment is the same as an appropriation.

Title 23, as amended by Section 113 of the Surface Transportation and Uniform Relocation Assistance Act of 1987, allows a State to advance projects under the advance construction procedures when the State has exhausted its apportionment or has certified that it will use its obligation authority. The State can now use advance construction procedures based on its certified lack of obligation authority when previously the State was required to have obligated the amount apportioned before it could use these procedures. In addition, primary funds are now treated like Interstate funds in that the State may use advance construction procedures for primary projects regardless of the balance of apportionment or obligation authority. These changes should give North Carolina the flexibility it needs to keep the program moving.

The Office of Chief Counsel has concurred in this memorandum.

ROY S. MARCEY

: Roy S. Marcey

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12,1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

PAID BY

(For use of Paying Office)

STATE
Oregon 97310

VOUCHER PERIOD
FROM 10 29 82
TO 12 11 90

VOUCHER TYPE (Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX 9022 (7)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$187,533.26	$187,404.11	85.00	$159,293.49	$159,293.49	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
3/26/91

SIGNATURE OF AUTHORIZED OFFICIAL

ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20 REV 5-78

E. MAIN ST. E.S C L. (HILLSBORS) SECTION
CITY STREET
WASHINGTON COUNTY

TYPE CODE ROW		
RIGHT OF WAY	All Required	$ 187,404.11
TOTAL PARTICIPATING COST		$187,404.11
NONPARTICIPATING PROJECT COST		
RIGHT OF WAY	ALL REQUIRED	$129.15
TOTAL PROJECT COST		$187,533.26

$IX 9022 (7)

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                          JOB COST SUMMARY RUN ON  03-27-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 03/23/91
                            FOR EXPENDITURE ACCOUNT C09846

                                           CREW   MSA            CURRENT          BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD            MONTH              DATE
--        ------ -------- ---------- ------ -----            -------          ----------
C09846    000    010      001        0811                                        130.23 } Const
C09846    000    010      001        0813                                      2,513.70 }
C09846    000    010      001        0814                                         25.96 }
C09846    000    010      001        0821                                      1,438.52 }
C09846    000    010      001        8002                                         42.96 - P.M
OBJ-DETAIL 001                                                                 ~~4,151.37~~

C09846    000    010      030        0813                                        205.87
OBJ-DETAIL 030                                                                   205.87 - const

C09846    000    010      106        0800                                        128.32
OBJ-DETAIL 106                                                                   128.32 - const

C09846    000    010      130        8002                                         33.46
C09846    000    010      130        8042                                         39.82
OBJ-DETAIL 130                                                                    73.28 - P.M

ACTIVITY   010                                                                 ~~4,558.84~~ SUBTOTAL

C09846    000    020      001        1000                                        103.99
C09846    000    020      001        1080                                        285.98
C09846    000    020      001        8002                                      2,425.89
OBJ-DETAIL 001                                                                 2,815.86

C09846    000    020      032        8002                                         19.47
OBJ-DETAIL 032                                                                    19.47

C09846    000    020      550        8002                                        124.20
OBJ-DETAIL 550                                                                   124.20

ACTIVITY   020                                                                 2,959.53 SUBTOTAL - training

C09846    000    101      106        0800   SF                                   133.32
OBJ-DETAIL 106                                                                   133.32

ACTIVITY   101                                                                   133.32 SUBTOTAL - 570

C09846    000    140      001        1047   SF                                   645.07
OBJ-DETAIL 001                                                                   645.07

C09846    000    140      030        1047   SF                                    48.02
OBJ-DETAIL 030                                                                    48.02


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                      JOB COST SUMMARY RUN ON  03-27-91
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 03/23/91
                        FOR EXPENDITURE ACCOUNT C09846

                                             CREW   MSA           CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--         ------ -------- ---------- ------ -----          -------       ----------
C09846     000    140      106        1047   SF                                  90.00
OBJ-DETAIL 106                                                                   90.00

C09846     000    140      440        1047   SF                               1,163.32
OBJ-DETAIL 440                                                                1,163.32

C09846     000    140      550        1047   SF                                 214.00
OBJ-DETAIL 550                                                                  214.00

ACTIVITY   140                                                               ✓2,160.41 SUBTOTAL SFO

C09846     000    159      001        1047   SF                               2,721.39
OBJ-DETAIL 001                                                                2,721.39

C09846     000    159      030        1047   SF                                 415.38
OBJ-DETAIL 030                                                                  415.38

C09846     000    159      034        1047   SF                                   3.28
OBJ-DETAIL 034                                                                    3.28

C09846     000    159      106        1047   SF                                  50.00
OBJ-DETAIL 106                                                                   50.00

C09846     000    159      130        1047   SF                                  50.00
OBJ-DETAIL 130                                                                   50.00

C09846     000    159      440        1047   SF                                 364.65
OBJ-DETAIL 440                                                                  364.65

C09846     000    159      550        1047   SF                                 653.90
OBJ-DETAIL 550                                                                  653.90

ACTIVITY   159                                                               ✓4,258.60 SUBTOTAL SFO

C09846     000    199      001        1047   SF                                 732.99
OBJ-DETAIL 001                                                                  732.99

C09846     000    199      440        1047   SF                                 348.79
OBJ-DETAIL 440                                                                  348.79

C09846     000    199      550        1047   SF                                 324.10
OBJ-DETAIL 550                                                                  324.10

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                    JOB COST SUMMARY RUN ON  03-27-91
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 03/23/91
                       FOR EXPENDITURE ACCOUNT C09846

                                           CREW    MSA          CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER  FIELD          MONTH              DATE
--        ------ -------- ---------- ------ -----          -------         ----------
ACTIVITY   199                                                              ✓1,405.88 SUBTOTAL -SFD

C09846   000     285        001       8002 B Heard                              314.28
OBJ-DETAIL 001                                                                  314.28

ACTIVITY   285                                                                ✓314.28 SUBTOTAL -litigation

C09846   000     286        001       0800} const sec.                          230.41
C09846   000     286        001       0811}                                     233.67
C09846   000     286        001       0812} Region Eng                        4,491.10
C09846   000     286        001       1000- " const Eng                      40,059.36
C09846   000     286        001       1080- " staff Asst                      7,706.93
C09846   000     286        001       1082- " Geology                           321.75
C09846   000     286        001       1094- Dist. Maint Super                   598.63
C09846   000     286        001       3200- "                                   730.67
C09846   000     286        001       5200- "                                 4,263.68
C09846   000     286        001       7121- Geotech                             222.38
C09846   000     286        001       7340- final                             1,857.20
C09846   000     286        001       7783- RR/utility Liaison                  180.52
C09846   000     286        001       8002- B. Heard                         26,966.42
C09846   000     286        001       8009- E. Marshall                         663.08
C09846   000     286        001       8012- D Fleming                           151.53
OBJ-DETAIL 001                                                               88,677.33

C09846   000     286        010       0812 -Const                                12.75
OBJ-DETAIL 010                                                                   12.75

C09846   000     286        030 overtime 1000 -Reg. Eng                         360.32
C09846   000     286        030       1080 -Reg const Eng.                      155.51
C09846   000     286        030       8002 -B. Heard                            184.57
OBJ-DETAIL 030                                                                  700.40

C09846   000     286        100 travel meals 3200 -Dist. Maint Super              7.50
C09846   000     286        100       7120 -Geotech                              12.00
OBJ-DETAIL 100                                                                   19.50

C09846   000     286        102 travel lodging 5200 Dist maint Super              2.43
OBJ-DETAIL 102                                                                    2.43

C09846   000     286        104 travel 3200 Dist maint Super                     33.95
OBJ-DETAIL 104                                                                   33.95

C09846   000     286        106 travel 3200     "                                84.85

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  03-27-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 03/23/91
                            FOR EXPENDITURE ACCOUNT C09846

                                          CREW    MSA          CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--       ------ -------- ---------- ------ -----        -------        ----------
C09846   000    286      106 travel 5200 prof mant                       987.06
OBJ-DETAIL 106                                                          1,071.91

C09846   000    286      124 travel 1000 Region Eng.                      15.00
OBJ-DETAIL 124                                                             15.00

C09846   000    286      130 office   1000 - Reg Eng                     943.77
C09846   000    286      130 supplys  1080 - " const Eng                  46.91
C09846   000    286      130          8010 K. Spiola                      91.57
OBJ-DETAIL 130                                                          1,082.25

C09846   000    286      136 printing 0810 - const                       209.40
C09846   000    286      136 repo     1000 Reg Eng                       310.00
OBJ-DETAIL 136                                                            519.40

C09846   000    286      138 postage 1000 Reg Eng                           6.23
OBJ-DETAIL 138                                                              6.23

C09846   000    286      148 equip Rental 1000 Reg Eng                    500.00
OBJ-DETAIL 148                                                            500.00

C09846   000    286      150 toll chg  0211 - mapping & milage             12.91
C09846   000    286      150 telephone 1000 - Reg Eng                     228.67
OBJ-DETAIL 150                                                            241.58

C09846   000    286      221 temp Employee 1000 Reg Eng                    68.97
OBJ-DETAIL 221                                                             68.97

C09846   000    286      279 water & sewer 8018 R. Shalk                   18.00
OBJ-DETAIL 279                                                             18.00

C09846   000    286      503 photo   8002 B Heard                         156.96
OBJ-DETAIL 503                                                            156.96

C09846   000    286      504           0812 - const                       407.33
C09846   000    286      504           1000 - Reg Eng                      20.16
C09846   000    286      504 Blueprint 8002 - B Heard                   1,745.72
OBJ-DETAIL 504                                                          2,173.21

C09846   000    286      550           1000                              ______
OBJ-DETAIL 550

C09846   000    286      598 Engineering 5200 Dist maint Supv             179.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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JOB COST SUMMARY RUN ON 03-27-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 03/23/91
FOR EXPENDITURE ACCOUNT C09846

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
OBJ-DETAIL 598							179.00
ACTIVITY 286							✓95,478.87 SUBTOTAL - litigation
C09846	000	899	001	0821			✓120.14 - const
C09846	000	899	001	1083			✓5.73 - pm
C09846	000	899	001	8002			✓222.04 - pm
OBJ-DETAIL 001							~~347.91~~
C09846	000	899	106	5200			102.00
OBJ-DETAIL 106							✓102.00 - pm
C09846	000	899	130	1100			80.25
OBJ-DETAIL 130							✓80.25 - pm
C09846	000	899	134	1100			82.50
C09846	000	899	134	1101			91.32
OBJ-DETAIL 134							✓173.82 - pm
C09846	000	899	302	R			79,618.67
OBJ-DETAIL 302							✓79,618.67 - Retainage
C09846	000	899	470	8002			355.45
C09846	000	899	470	8023			
OBJ-DETAIL 470							✓355.45 - pm
C09846	000	899	504	8002			109.98
OBJ-DETAIL 504							✓109.98 - pm
C09846	000	899	548	8214			29.20
OBJ-DETAIL 548							✓29.20 - mat'l
C09846	000	899	550	8200			28.00
C09846	000	899	550	8214			112.70
C09846	000	899	550	8215			89.60
OBJ-DETAIL 550							✓230.30 - matl
C09846	000	899	555	0521			70.36
C09846	000	899	555	0531			11.33
OBJ-DETAIL 555							✓81.69 - accounting
ACTIVITY 899							81,~~129.27~~ SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

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                        JOB COST SUMMARY RUN ON  03-27-91
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 03/23/91
                         FOR EXPENDITURE ACCOUNT C09846

                                                  CREW   MSA            CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--         ------ -------- ---------- ------ -----         -------       ----------
C09846     000    900      001        1000                                    623.17
C09846     000    900      001        1043                                    148.17
C09846     000    900      001        1070                                  1,403.67
C09846     000    900      001        1083                                  4,865.44
C09846     000    900      001        1093                                     14.29
C09846     000    900      001        1094                                  1,234.75
C09846     000    900      001        1140                                     78.51
C09846     000    900      001        8002                                107,011.23
C09846     000    900      001        8007                                    103.85
C09846     000    900      001        8051                                     75.21
OBJ-DETAIL 001                                                            115,558.29

C09846     000    900      008        1083                                     93.08
C09846     000    900      008        8002                                     19.46
OBJ-DETAIL 008                                                                112.54

C09846     000    900      030        1070                                     26.52
C09846     000    900      030        8002                                 15,220.18
OBJ-DETAIL 030                                                             15,246.70

C09846     000    900      032        8002                                  1,510.20
OBJ-DETAIL 032                                                              1,510.20

C09846     000    900      100        8002                                     16.39
OBJ-DETAIL 100                                                                 16.39

C09846     000    900      102        8002                                     16.80
OBJ-DETAIL 102                                                                 16.80

C09846     000    900      130        1093                                      7.51
C09846     000    900      130        8002                                    320.35
OBJ-DETAIL 130                                                                327.86

C09846     000    900      134        8002
OBJ-DETAIL 134

C09846     000    900      250        8002
OBJ-DETAIL 250

C09846     000    900      425        8002                                     24.00
OBJ-DETAIL 425                                                                 24.00

C09846     000    900      470        0955

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  03-27-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 03/23/91
                          FOR EXPENDITURE ACCOUNT C09846
                                               CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB  ACTIVITY  OBJ-DETAIL  NUMBER FIELD         MONTH           DATE
--        ------  --------  ----------  ------ -----        -------       ----------
C09846    000     900       470         8002
OBJ-DETAIL 470

C09846    000     900       504         8002                                     7.00
OBJ-DETAIL 504                                                                   7.00

C09846    000     900       548         1094                                    31.20
C09846    000     900       548         8002                                   285.95
OBJ-DETAIL 548                                                                 317.15

C09846    000     900       550         1000                                    72.60
C09846    000     900       550         1043                                    48.00
C09846    000     900       550         1094                                   228.00
C09846    000     900       550         1140                                    11.50
C09846    000     900       550         8002                                 5,336.45
OBJ-DETAIL 550                                                               5,696.55

C09846    000     900       551         1094                                    72.00
C09846    000     900       551         8002                                   196.52
OBJ-DETAIL 551                                                                 268.52

C09846    000     900       556         8002                                   293.00
OBJ-DETAIL 556                                                                 293.00

C09846    000     900       570         8002                                    14.36
OBJ-DETAIL 570                                                                  14.36

ACTIVITY    900                                                            ✓139,409.36 SUBTOTAL - P.M

C09846    000     901       001         0811                                   ✓55.39 - const
C09846    000     901       001         7611                                   ✓307.34 - matl c
OBJ-DETAIL 001                                                                 362.73

ACTIVITY    901                                                                362.73 SUBTOTAL

C09846    000     905       001         7365                                   302.41
OBJ-DETAIL 001                                                                 302.41

ACTIVITY    905                                                               ✓302.41 SUBTOTAL - final

C09846    000     908       551         8002                                    85.00
OBJ-DETAIL 551                                                                  85.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  03-27-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 03/23/91
                            FOR EXPENDITURE ACCOUNT C09846

                                            CREW   MSA         CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--        ------ -------- ---------- ------ -----         -------       ----------
ACTIVITY    908                                                            ✓85.00 SUBTOTAL - Geology

C09846    000    914      001        1090                                 267.31
C09846    000    914      001        7700                                  54.07
C09846    000    914      001        8012                                  58.49
OBJ-DETAIL 001                                                            379.87

C09846    000    914      550        1001                                   3.90
C09846    000    914      550        1090                                   5.85
OBJ-DETAIL 550                                                              9.75

ACTIVITY    914                                                          ✓389.62 SUBTOTAL - utility

C09846    000    920      001        0631                                 293.92
C09846    000    920      001        7142                                  65.34
OBJ-DETAIL 001                                                            359.26

ACTIVITY    920                                                          ✓359.26 SUBTOTAL - program

C09846    000    921      001        0811                                 903.30
OBJ-DETAIL 001                                                            903.30

ACTIVITY    921                                                          ✓903.30 SUBTOTAL - specs

C09846    000    927      555        0521
OBJ-DETAIL 555

ACTIVITY    927                                                                   SUBTOTAL

C09846    000    934      001        7121                                  31.76
OBJ-DETAIL 001                                                             31.76

ACTIVITY    934                                                           ✓31.76 SUBTOTAL - Geotech invest

C09846    000    940      001        8009                                  50.28
C09846    000    940      001        8214                               1,235.79
C09846    000    940      001        8215                                 102.69
C09846    000    940      001        8221                                 101.00
OBJ-DETAIL 001                                                          1,489.76

C09846    000    940      551        1094                               1,003.00
C09846    000    940      551        8002                               7,474.42
C09846    000    940      551        8214                                 383.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  03-27-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 03/23/91
                            FOR EXPENDITURE ACCOUNT C09846

                                           CREW   MSA            CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL   NUMBER FIELD             MONTH             DATE
--         ------ -------- ----------   ------ -----            -------        ----------
C09846     000    940      551          8215                                     1,027.00
OBJ-DETAIL 551                                                                   9,887.42

ACTIVITY    940                                                               /11,377.18 SUBTOTAL- mat'l

C09846     000    990      555          0531                                         6.59
OBJ-DETAIL 555                                                                       6.59

ACTIVITY    990                                                                      6.59 SUBTOTAL_ accounting

SUB-JOB     000 SUBTOTAL                                                       345,626.21

C09846     001    286      001          8002 O/head                              8,910.56
OBJ-DETAIL 001                                                                   8,910.56

C09846     001    286      130 office   8018 R shalk                               104.12
OBJ-DETAIL 130     supplies                                                        104.12

C09846     001    286      131 office   1000 - Reg Eng                              13.25
C09846     001    286      131 supplies 1080 Reg Const Eng                         167.89
C09846     001    286      131          8018 R. Shalk                               14.20
OBJ-DETAIL 131                                                                     195.34

C09846     001    286      148 Rent     1000 - Reg Eng                             194.00
C09846     001    286      148 office   1080 - Reg Const Eng                      -182.68
C09846     001    286      148 Equip    1093 - Region location                      18.00
OBJ-DETAIL 148                                                                      29.32

C09846     001    286      151 telephone 0211 mapping & milage                      46.13
C09846     001    286      151 telegraph 1000 - Reg Eng                            770.72
OBJ-DETAIL 151                                                                     816.85

C09846     001    286      279 water    8018 - R. Shalk                              9.00
OBJ-DETAIL 279     sewer                                                             9.00

C09846     001    286      299          0966 - motor pool                          100.00
OBJ-DETAIL 299                                                                     100.00

C09846     001    286      548 Rent     0966 . motor pool                           66.00
OBJ-DETAIL 548     Equip                                                            66.00

C09846     001    286      549 Rent     1000 - Reg Eng                            -626.48
C09846     001    286      549 Equip    5200 . Dist maint Super                  2,655.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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JOB COST SUMMARY RUN ON 03-27-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 03/23/91
FOR EXPENDITURE ACCOUNT C09846

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
OBJ-DETAIL 549							2,028.52
C09846	001	286	550 Rent Equip	1000-Reg Eng			465.00
C09846	001	286	550	5200 -Ont Maint			34.00
C09846	001	286	550	8002 -B. Heard			229.20
OBJ-DETAIL 550							728.20
C09846	001	286	566 ~~Hire~~ Equip	1000 -Reg Eng			5.50
OBJ-DETAIL 566							5.50
ACTIVITY 286							✓12,993.41 SUBTOTAL -litigation NP
C09846	001	899	456	8023			285.00
OBJ-DETAIL 456							285.00
C09846	001	899	549	1000			184.83
OBJ-DETAIL 549							184.83
C09846	001	899	550	1000			31.05
OBJ-DETAIL 550							31.05
C09846	001	899	900	8002			100.00
OBJ-DETAIL 900							100.00
ACTIVITY 899							✓600.88 SUBTOTAL -PM NP
C09846	001	900	130	8002			17.05
OBJ-DETAIL 130							17.05
C09846	001	900	131	0955			22.14
C09846	001	900	131	8002			26.94
OBJ-DETAIL 131							49.08
C09846	001	900	148	1080			184.00
C09846	001	900	148	1100			112.00
OBJ-DETAIL 148							296.00
C09846	001	900	299	1000			10.35
C09846	001	900	299	8002			28.00
OBJ-DETAIL 299							38.35
ACTIVITY 900							✓400.48 SUBTOTAL -PM NP

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

```
                          JOB COST SUMMARY RUN ON  03-27-91
                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                               PAYROLL CHARGES ARE LOADED
                              CHARGES ARE CURRENT TO 03/23/91
                              FOR EXPENDITURE ACCOUNT C09846

                                           CREW   MSA          CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--         ------ -------- ---------- ------ -----         -------       ----------
C09846     001    911       001       1070                                    48.24
OBJ-DETAIL 001                                                                48.24

ACTIVITY    911                                                              ✓48.24 SUBTOTAL traffic N.P

SUB-JOB     001 SUBTOTAL                                                  14,043.01

C09846     010    201       300       8002                                -4,187.41
OBJ-DETAIL 300                                                           ✓-4,187.41 -contract N.P.

C09846     010    201       349       8002                                 1,107.61
OBJ-DETAIL 349                                                            ✓1,107.61 -interest H.P

ACTIVITY    201                                                           -3,079.80 SUBTOTAL

C09846     010    286       148       1080                                   132.00
OBJ-DETAIL 148                                                               132.00

ACTIVITY    286                                                             ✓132.00 SUBTOTAL -litigation H.P

C09846     010    899       199       0100                                     7.58
OBJ-DETAIL 199                                                                ✓7.58 -P.M. N.P

C09846     010    899       299       8002                                 8,222.54 ***
OBJ-DETAIL 299                                                             8,222.54

C09846     010    899       300       0100                                16,214.64
OBJ-DETAIL 300                                                           ✓16,214.64 . contract N.P

C09846     010    899       302       R
OBJ-DETAIL 302

ACTIVITY    899                                                           24,444.76 SUBTOTAL

C09846     010    900       148       8002                                   665.61
OBJ-DETAIL 148                                                               665.61

ACTIVITY    900                                                             ✓665.61 SUBTOTAL - P.M. N.P

SUB-JOB     010 SUBTOTAL                                                  22,162.57

C09846     011    050       001       0570                                    69.86

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  03-27-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 03/23/91
                           FOR EXPENDITURE ACCOUNT C09846

                                           CREW   MSA          CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--         ------ -------- ---------- ------ -----          -------        ----------
OBJ-DETAIL 001                                                                 69.86

ACTIVITY   050                                                               ✓69.86 SUBTOTAL-Audit

C09846     011    159      490        8002   SF                             1,837.50
OBJ-DETAIL 490                                                              1,837.50

ACTIVITY   159                                                             ✓1,837.50 SUBTOTAL -SFO

C09846     011    201      300        0100                                  3,612.08
C09846     011    201      300        0814                                170,000.00
C09846     011    201      300        8002                                 41,469.44
OBJ-DETAIL 300                                                            215,081.52

ACTIVITY   201                                                           ✓215,081.52 SUBTOTAL -contract

C09846     011    286      001        8002                                    146.04
OBJ-DETAIL 001                                                                146.04

ACTIVITY   286                                                               ✓146.04 SUBTOTAL -litigation

C09846     011    899      192        8002                                   ✓145.99
OBJ-DETAIL 192                                                                145.99-PM.

C09846     011    899      199        0100                                   ✓197.59
OBJ-DETAIL 199                                                                197.59 -PM

C09846     011    899      299        8002                          ~~1,835,522.39~~ ***
OBJ-DETAIL 299                                                          ~~1,835,522.39~~

C09846     011    899      300        0100                              1,017,741.29
OBJ-DETAIL 300                                                         ✓1,017,741.29 -contract

C09846     011    899      302        R
OBJ-DETAIL 302

C09846     011    899      336        7783   SF04                           3,122.18-SFO
OBJ-DETAIL 336                                                             ✓3,122.18-SFO

C09846     011    899      553        0530                                     37.20
OBJ-DETAIL 553                                                                 37.20 -accounting

C09846     011    899      598        0631                               ~~-314,651.82~~

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                           JOB COST SUMMARY RUN ON  03-27-91
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 03/23/91
                             FOR EXPENDITURE ACCOUNT C09846

                                                 CREW   MSA          CURRENT       BALANCE TO
EA          SUBJOB  ACTIVITY  OBJ-DETAIL  NUMBER  FIELD         MONTH           DATE
--          ------  --------  ----------  ------  -----         -------       ----------
OBJ-DETAIL 598                                                                ~~-314,651.82~~

ACTIVITY    899                                                             ~~2,542,114.82~~ SUBTOTAL

C09846      011     900       598         0631                                 11,787.10
OBJ-DETAIL 598                                                                 11,787.10

ACTIVITY    900                                                              ~~11,787.10~~ SUBTOTAL -P.M

C09846      011     940       551         8002                                     70.00
OBJ-DETAIL 551                                                                     70.00

ACTIVITY    940                                                                  ✓70.00 SUBTOTAL-mat'l

C09846      011     990       001         0521                                      5.39
OBJ-DETAIL 001                                                                      5.39

ACTIVITY    990                                                                  ✓5.39 SUBTOTAL -accounting

SUB-JOB     011 SUBTOTAL                                                    ~~2,771,112.23~~

C09846      012     927       555         0521                                       .79
OBJ-DETAIL 555                                                                       .79

ACTIVITY    927                                                                      .79 SUBTOTAL → accounting

SUB-JOB     012 SUBTOTAL                                                           ✓.79

C09846      021     899       598         0631                               ~~314,651.82~~
OBJ-DETAIL 598                                                               ~~314,651.82~~

ACTIVITY    899                                                              ~~314,651.82~~ SUBTOTAL

C09846      021     900       598         0631                               -11,787.10
OBJ-DETAIL 598                                                               -11,787.10

ACTIVITY    900                                                              ~~-11,787.10~~ SUBTOTAL

SUB-JOB     021 SUBTOTAL                                                     ~~302,864.72~~

C09846      030     201       300         8002                                  ~~4,187.41~~
OBJ-DETAIL 300                                                                  ~~4,187.41~~

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
PAGE    14

                       JOB COST SUMMARY RUN ON  03-27-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 03/23/91
                          FOR EXPENDITURE ACCOUNT C09846

                                            CREW    MSA          CURRENT          BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER  FIELD          MONTH               DATE
--        ------ -------- ---------- ------ -----          -------          -----------
ACTIVITY    201                                                               4,187.41 SUBTOTAL      N.P.

SUB-JOB     030 SUBTOTAL                                                    ✓ 4,187.41  — SFO #4

C09846    050     286       550        1000                                     114.40
C09846    050     286       550        1094                                      28.00
C09846    050     286       550        5200                                     382.50
C09846    050     286       550        8002                                      56.75
C09846    050     286       550        8009                                      70.00
C09846    050     286       550        8012                                       4.25
OBJ-DETAIL 550                                                                  655.90

ACTIVITY    286                                                                 655.90 SUBTOTAL

C09846    050     900       550        8002                                      24.00
OBJ-DETAIL 550                                                                   24.00

ACTIVITY    900                                                                  24.00 SUBTOTAL        N.P

C09846    050     901       550        0966                                      32.00
OBJ-DETAIL 550                                                                   32.00

ACTIVITY    901                                                                  32.00 SUBTOTAL State
                                                                                                        Equip
SUB-JOB     050 SUBTOTAL                                                       ✓ 711.90

EA          C09846 TOTAL                                                   3,460,708.84

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

7846

Oregon

DEPARTMENT OF
TRANSPORTATION

Highway Division

April 5, 1991

Robert G. Clour
Division Administrator
Federal Highway Administration
The Equitable Center - Suite 100
530 Center N.E.
Salem, OR 97301

Subject: Program Data Change
Project No. IX-9022(9)
E. Main Street-E.C.L. (Hillsboro) Section
City Street
Washington County

FILE CODE:
PRO

Dear Mr. Clour:

I request your approval of a program data change to joint finance the subject project utilizing Appn Code W36 funds to supplement Appn Code 580 funds. This change will require the following revisions:

1. Add Appn Code: "W36"
2. Deobligate Appn Code 580 funds, and obligate Appn Code W36 funds

Approval of this request will involve revision in financing as indicated on the enclosed Revised Project Agreement Estimate and Modification of Project Agreement (PR-2A).

This request was previously submitted but denied. The circumstances surrounding the reason for the request were then discussed with Christine Canhan and Al Steger of your office. Based on that discussion it was agreed this request could be resubmitted.

Sincerely,

for Donald C

Cam Gilmour, Manager
Program Section

Attachments
cc: Mary Andersen, Region 1
Steve Specht, Program Section
General Files
Project Files

DDB079.ff

Transportation Building
Salem, OR 97310

OFFICE DATA - OREGON FEDERAL-AID PROJECTS

Item No. 10066

OREGON STATE HIGHWAY DIVISION

Project No. LX-9022(7)

Project E. Main st - ECL (Hillsboro) Highway City street. County Washington

Type of Work R/W Length-Rdy. Brs. Total 2.3

PR-1 Estimate - Date Submitted 10-22-82 Amount 600,000 - Government 510,000 - State — ~~Co.~~ City 90,000 -

PA Estimate - Date Submitted 12-27-82 Amount 280,000 - Government 238,000 - State — ~~Co.~~ City 42,000 -

MOD. PA Estimate - Date Submitted 4-3-85 Amount 308,000 Government 261,800 State — — ~~Co.~~ City 46,200

" " Estimate - Date Submitted 10-4-88 Amount 218,000 Government 185,300 State —— ~~Co.~~ City 32,700

Estimate - Date Submitted Amount Government State Co. City

Estimate - Date Submitted Amount Government State Co. City

Preliminary Engineering Phase I Phase II Rights of Way Construction Other

Project Agreement - Amount 238,000 Date 12-28-82 State Contract No. P.P.R. Copy

Modified Agreement - Amount 261,800 Date 4-10-85 State Contract No. P.P.R. Copy

Modified Agreement - Amount 185,300 Date 10-11-88

Modified Agreement - Amount Date

Modified Agreement - Amount Date

Modified Agreement - Amount Date

Modified Agreement - Amount Date

Pro-rata 85% Group 1 Group 2 Group 3 Group 8 Group 9

Appd 580

RECORD OF VOUCHERS

No.	Date Submitted	Amount	Total Amount To Date	Date Payment Received	Prefix 334-2540	Prefix	Prefix	Prefix
Final	3-26-91	0.00	159,293.49	4-25-91				
	Total							

FORM 734-3144 (Rev. 11-78)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE: 6/17/91**

CITY: Hillsboro **AGREEMENT NO.: 7416** **PROJECT NO.: IX-9022(6)(7)**

CONTRACT NO.: 9,846 **SECTION: E. Main Street–E.C.L. (Hillsboro)**

PRELIMINARY ENGINEERING (Project No. IX-9022(6), EA No. C334-1901)

	Participating	Nonparticipating
Project Manager	$ 3,521.24	$ 158.10
Citizen Involvement	109.30	
Consultant Fees	31.41	
Final Design	5,992.58	
Bridge Design	558.70	
Preliminary Design	829.69	
R/W Descriptions	3,402.57	
Geology	1,150.05	
Traffic Engineering	2,511.57	
Landscape Design	371.60	
R/W Liaison	1,213.69	
Utility Liaison	221.40	
Audit	324.34	
Location Design	245.38	
Program Section	216.89	
Specifications	4,770.75	
Environmental Studies	25,997.81	
Base Design	153.37	
Public Hearing	151.08	
Engineering by City	131,690.91	
Total PE Cost	$ 183,464.33	$ 158.10
Less Federal Funds	-155,944.68	
Balance of Cost	$ 27,519.65	$ 158.10

SS022.pj

Total City Share	$ 27,677.75	
Less Credit for City Engineering	-19,753.64	
Less Advance Deposits	-7,924.12	
BALANCE OWED TO CITY	**$ 0.01**	

RIGHT-OF-WAY (Project No. IX-9022(7), EA No. C334-2540)

	Participating	Nonparticipating
Land Costs	$ 112,510.00	$
Landscape Costs	19,772.00	
Severance Costs	5,018.00	
Appraisal	20,689.02	
Grants to Local Governments	571.50	
Title Costs	5,351.08	
Taxes	274.76	
Negotiation	14,740.85	
Legal Expenses	347.64	
R/W Descriptions	2,080.08	
R/W Liaison	1,362.77	129.15
Office Expenses	4,161.57	
Sale of Property	403.82	
Utility Liaison	4.50	
Program Section	116.52	
Total	$ 187,404.11	$ 129.15
Less Federal Funds	-159,293.49	
Balance of Cost	$ 28,110.62	$ 129.15
Total City Share	$ 28,239.77	
Less Advance Deposits	-41,900.00	
BALANCE OWED TO CITY	**$ 13,660.23**	

SS022.pj

SUMMARY OF BALANCE OWED TO CITY

Preliminary Engineering	$	0.01
Right-of-Way		13,660.23
TOTAL OWED TO CITY	$	13,660.24

SS022.pj

Oregon

DEPARTMENT OF
TRANSPORTATION

Highway Division

June 18, 1991

Mr. E.S. Mills
City Manager
City of Hillsboro
205 SE Second Avenue
Hillsboro, OR 97123

Subject: East Main Street - East City Limits
Cornell Road 1X-9022(9)

FILE CODE:
ACC 4-6

Dear Mr. Mills:

We have reviewed the accounting of expenditures for the subject project and have found that the City's balance of project funds is insufficient to meet its obligation. This is the result of the original deposit having been calculated on an estimated construction cost of $2,735,732.44. The actual cost as shown in the following calculations is somewhat higher.

Construction EA Number C09846 1X-9022(9)

	Participating	Nonparticipating
Contract Payments	$ 2,943,969.44	$ 18,274.00
Interest on Contract Payments		1,107.61
State Force Orders	20,678.02	4,187.41
Project Manager	318,974.70	3,650.32
Materials Testing	27,019.49	
Technical Services	1,124.94	
Construction Section	5,191.19	
Program Section	394.03	
Traffic Engineering	328.06	48.24
Training	3,878.10	
Litigation Expenses	95,939.19	13,125.41
Accounting	131.69	
Final Design	302.41	
Geotechnical Investigations	116.76	
Utility Liaison	389.62	
Specifications	903.30	

Transportation Building
Salem, OR 97310

State Equipment Rental	$	$ 711.90
Audit	69.86	
EEO Monitoring	193.18	
Total	$ 3,419,603.95 ✓	$ 41,104.89
Less Federal 1X Funds	- 2,657,444.17	
Less Federal FAU Funds	- 258,367.00 ✓ - Don	
Less State Match	- 17,416.50	
Less State Equipment Rental		- 711.90
Less Washington County Funds		- 4,187.41
Balance of Cost	$ 486,376.28	$ 36,205.58
Total City Share	$ 522,581.86	
Less Advance Deposits	- 325,075.88	
Balance Due from City	$ 197,505.98	

ROUNDED TO $ 197,510.00

Show city match FAU 1X H.P

Please submit an additional advance deposit in the amount of $ 197,510, and notify me when this transfer has been made.

Sincerely,

Steve Specht

Steve Specht
Urban Programs Coordinator
Program Section

show calc for 1X Funds

bc w/AD#91-49: Marty Andersen, Region 1
Don Aman, Program Section
Bob Warberg, Accounting - Please return completed AD # 91-49 when the deposit has been received.

SS008.MS

. . 9846

CITY OF HILLSBORO

June 25, 1991

Oregon Dept. of Transportation
Highway Division
Steve Specht
Urban Programs Coordinator
Program Section
Transportation Building
Salem, OR 97310

Re: East Main Street - East City Limits -
Cornell Road IX - 9022 (9)

Additional information is requested in regard to the project accounting and request for advance deposit per your letter dated 6-18-91.

1. A delineation of the exact costs (participating and non-participating) for settlement of the claim as settled. Cost should include construction, legal defense fees, claim and litigation and interest.

2. Break down of the items included in the training line at $3,878.10.

This information is needed at your earliest convenience.

Sincerely,

CITY OF HILLSBORO

Roy F. Gibson, P.E.
City Engineer

RFG/ar

MGR. PROGRAM SECTION
Manager___ Admin___ Res___
Program___ [illegible]___ Local___

JUN 27 1991

Refer To ___
I/D___ D/R___ Act.___
[illegible]___ File___ Disc___

123 West Main Street, Hillsboro, Oregon 97123 · 503/681-6100 · FAX 503/681-6213

AN EQUAL OPPORTUNITY EMPLOYER PRINTED ON RECYCLED PAPER

[illegible]

[illegible]

Construction EA No C098[illegible] IX-9022 (9)

	Participating	Nonparticipating
Contract Payments	2,943,969.44	18,274.00
Interest on Contract Payments		1,107.61
State Force Orders	20,678.02	4,187.41
Project Manager	318,974.70	3,650.32
Materials Testing	27,019.49	
Technical Services	1,124.94	
Construction Section	5,191.19	
Program Section	394.03	
Traffic Engineering	328.06	48.24
Training	3,878.10	
Litigation Expenses	95,939.19	13,125.41
Accounting	131,69	
Final Design	302.41	
Geotechnical Investigations	116.76	
Utility Liaison	389.62	
Specifications	903.30	
State Equipment Rental		711.90
Audit	69.86	
EEO Monitoring	193.18	
	3,419,603.95	41,104.89

[illegible]

```
REPORT NO: FMBL815-1                    OREGON DEPARTMENT OF TRANSPORTATION                         PAGE  3077
                                                 HIGHWAY DIVISION                              RUN 06/06/91  8:07
                                              SUMMARY BILLING REPORT

                                                                   -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                   FHWA PARTICIPATING  NON-PARTICIPATING        CALCULATIONS
9022-009 FEDERAL PROJECT

 177 FED. APPR.: INTERSTATE TSF
  F03791 AGREEMENT  BILLING PERIOD: 05/02/91 TO 06/05/91  XI  -9022-009

   EA -  SUBJOB    EA-SUBJOB TITLE                          ST CLS
   ------------ ------------------------------------------- -- ----

   C09846  -021 E. MAIN ST.-ECL (HILLSBORO)                 04 C         302,864.72
                                                                   ------------------ ------------------
  F03791                                    EXPENDITURE TOTAL            302,864.72 +               0.00 =       302,864.72
                                                                   ------------------ ------------------ ------------------
             EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:         302,864.72 +               0.00 =       302,864.72
                                                                                                         ==================
  F03791-00 FEDERAL HIGHWAY                          NO: 52775    -00
            FHWA AUTHORIZED AMOUNT:        262,061.00        PERCENT:        85.00%
            FHWA SHARE                                                   257,435.01                      =       257,435.01
            LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                  257,435.01
                                                                                                         ------------------
            FHWA CURRENT BILLING AMOUNT                                                                               0.00
                                                                                                         ==================
                                                                   ------------------ ------------------
  F03791 AGREEMENT                 EXPENDITURE TOTAL LESS: FHWA SHARE     45,429.71 +               0.00 =        45,429.71
                                                                                                         ==================
  F03791-01 OREGON STATE TREASURY                    NO: 0000132900-41
            AUTHORIZED AMOUNT:               0.00    AUTHORIZED PERCENT:    100.00%            100.00%
            CUSTOMER SHARE                                                45,429.71                      =        45,429.71
            LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                                   0.00
            LESS: CUSTOMER ADJ  A - EXPENDITURES WITHOUT AUTHORIZATION                                            45,429.71
                                                                                                         ------------------
            CUSTOMER CURRENT BILLING AMOUNT                                                                           0.00
                                                                                                         ==================
===========================================================================================================================
 177 FED. APPR: INTERSTATE TSF                               TOTAL       302,864.72 +               0.00 =       302,864.72
=           FHWA AUTHORIZED AMOUNT:        262,061.00
=           FHWA SHARE                                                   257,435.01                      =       257,435.01
=           LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                  257,435.01
=                                                                                                        ------------------
=           FHWA CURRENT BILLING AMOUNT                                                                               0.00
===========================================================================================================================
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REPORT NO: FMBL815-1                    OREGON DEPARTMENT OF TRANSPORTATION                         PAGE  3078
                                                 HIGHWAY DIVISION                              RUN 06/06/91  8:07
                                              SUMMARY BILLING REPORT

                                                                   -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                   FHWA PARTICIPATING  NON-PARTICIPATING        CALCULATIONS
9022-009 FEDERAL PROJECT

 500 FED. APPR.: INTERS TSFR GRNT
  F02434 AGREEMENT  BILLING PERIOD: 05/02/91 TO 06/05/91  XIO -9022-009

   EA -  SUBJOB    EA-SUBJOB TITLE                          ST CLS
   ------------ ------------------------------------------- -- ----

   C09846  -000 E MAIN ST-ECL(HILLSBORO)                    04 C         345,626.21
   C09846  -001 E MAIN ST-ECL(HILLSBORO)                    04 C       2,477,912.23          16,045.01
   C09846  -010 E MAIN ST-ECL(HILLSBORO)                    04 C                             22,162.57
   C09846  -011 E MAIN ST-ECL(HILLSBORO)                    04 C       ~~2,771,112.23~~
                                                                   ------------------ ------------------
  F02434                                    EXPENDITURE TOTAL        ~~3,116,738.44~~ +          36,205.58 =     3,152,944.02
                           TOTAL PARTICIPATING CE:     168,037.25      2,823,538.44
                         MAXIMUM PARTICIPATING CE:     503,138.00
                                                 ------------------
                                        EXCESS CE:           0.00             0.00                                    0.00
                                                                   ------------------ ------------------ ------------------
             EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:       ~~3,116,738~~.44 +          36,205.58 =     3,152,944.02
                                                                                                         ==================
  F02434-00 FEDERAL HIGHWAY                          NO: 52775    -00
            FHWA AUTHORIZED AMOUNT:      2,403,410.00        PERCENT:        85.00%
            FHWA SHARE                                                 ~~2,649,227.67~~                  =     2,649,227.67
            LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                2,403,410.00
            LESS: FHWA ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT        2,400,007.67                              245,817.67
                                                                                                         ------------------
            FHWA CURRENT BILLING AMOUNT                                                                               0.00
                                                                                                         ==================
                                                                   ------------------ ------------------
  F02434 AGREEMENT                 EXPENDITURE TOTAL LESS: FHWA SHARE   ~~467,510~~.77 +          36,205.58 =     ~~503,716.35~~
                                                                         423,530.77                      ==================
  F02434-01 OREGON STATE TREASURY                    NO: 0000132900-41                                          459,736.35
            AUTHORIZED AMOUNT:         325,075.00    AUTHORIZED PERCENT:    100.00%            100.00%
            CUSTOMER SHARE                                               467,510.77 +          36,205.58 =       503,716.35
            LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                                 325,075.00
            LESS: CUSTOMER ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                               ~~178,640~~.67
                                                                                                         ------------------
            CUSTOMER CURRENT BILLING AMOUNT                                                                           0.00
                                                                                                         ==================
                                                                                                                134,660.47
```

W36 Subjob 031

```
  293,200.00
- 258,367.00
  ----------
  34,833   x 50% = 17,416.50
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REPORT NO: FMBL815-1                     OREGON DEPARTMENT OF TRANSPORTATION                                  PAGE  3079
                                                  HIGHWAY DIVISION                                      RUN 06/06/91  8:07
                                                SUMMARY BILLING REPORT
                                                                 -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                 FHWA PARTICIPATING   NON-PARTICIPATING       CALCULATIONS
 9022-009 FEDERAL PROJECT

  500 FED. APPR.: INTERS TSFR GRNT
   F05223 AGREEMENT  BILLING PERIOD: 05/02/91 TO 06/05/91  XIO -9022-009

    EA -  SUBJOB    EA-SUBJOB TITLE                                ST CLS
    ------------ ------------------------------------------- -- ----

    C09846  -012 E MAIN ST-ECL (HILLSBORO)                    04 C                   0.79
                                                                 ------------------ ------------------
   F05223                                          EXPENDITURE TOTAL            0.79 +              0.00 =               0.79
                                                                 ------------------ ------------------ ------------------
              EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:               0.79 +              0.00 =               0.79
                                                                                                        ==================
   F05223-00 FEDERAL HIGHWAY                            NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:            0.00          PERCENT:        85.00%
             FHWA SHARE                                                        0.67                      =               0.67
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                         0.00
             LESS: FHWA ADJ  A - EXPENDITURES WITHOUT AUTHORIZATION                                                      0.67
                                                                                                        ------------------
             FHWA CURRENT BILLING AMOUNT                                                                                 0.00
                                                                                                        ==================
                                                                 ------------------ ------------------
   F05223 AGREEMENT                      EXPENDITURE TOTAL LESS: FHWA SHARE     0.12 +              0.00 =               0.12
                                                                                                        ==================
```

```
REPORT NO: FMBL815-1                     OREGON DEPARTMENT OF TRANSPORTATION                                  PAGE  3080
                                                  HIGHWAY DIVISION                                      RUN 06/06/91  8:07
                                                SUMMARY BILLING REPORT
                                                                 -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                 FHWA PARTICIPATING   NON-PARTICIPATING       CALCULATIONS
 9022-009 FEDERAL PROJECT

  500 FED. APPR.: INTERS TSFR GRNT
   F05412 AGREEMENT  BILLING PERIOD: 05/02/91 TO 06/05/91  XIO -9022-009

    EA -  SUBJOB    EA-SUBJOB TITLE                                ST CLS
    ------------ ------------------------------------------- -- ----

    C09846  -050 E. MAIN ST.-ECL (HILLSBORO)                  04 C                                  4,187.41
                                                                 ------------------ ------------------
   F05412                                          EXPENDITURE TOTAL            0.00 +          4,187.41 =           4,187.41
                                                                 ------------------ ------------------ ------------------
              EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:               0.00 +          4,187.41 =           4,187.41
                                                                                                        ==================
   F05412-00 FEDERAL HIGHWAY                            NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:            0.00          PERCENT:         0.00%
             FHWA SHARE                                                        0.00                      =               0.00
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                         0.00
                                                                                                        ------------------
             FHWA CURRENT BILLING AMOUNT                                                                                 0.00
                                                                                                        ==================
                                                                 ------------------ ------------------
   F05412 AGREEMENT                      EXPENDITURE TOTAL LESS: FHWA SHARE     0.00 +          4,187.41 =           4,187.41
                                                                                                        ==================
   F05412-01 FINANCE DIVISION                           NO: 52812     -00
             AUTHORIZED AMOUNT:          4,190.00    AUTHORIZED PERCENT:     100.00%             100.00%
             CUSTOMER SHARE                                                                     4,187.41 =           4,187.41
             LESS: CUSTOMER AMOUNT PREVIOUSLY BILLED                                                                 4,187.41
                                                                                                        ------------------
             CUSTOMER CURRENT BILLING AMOUNT                                                                             0.00
                                                                                                        ==================
```

Wash.. Co

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REPORT NO: FMBL015-1                     OREGON DEPARTMENT OF TRANSPORTATION                                      PAGE  3081
                                                  HIGHWAY DIVISION                                       RUN 06/06/91  8:07
                                               SUMMARY BILLING REPORT

                                                                  -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                  FHWA PARTICIPATING   NON-PARTICIPATING       CALCULATIONS
9022-009 FEDERAL PROJECT

 500 FED. APPR.: INTERS TSFR GRNT
  F05772 AGREEMENT  BILLING PERIOD: 05/02/91 TO 06/05/91  XIO -9022-009

   EA -  SUBJOB    EA-SUBJOB TITLE                         ST CLS
   ------------ ----------------------------------------- -- ----

   C09046  -050 E MAIN ST-ECL(HILLSB                       04 C
                                                                                            711.90
  F05772                                                          ------------------ ------------------
                                           EXPENDITURE TOTAL                  0.00 +           711.90 =           711.90
                                                                  ------------------ ------------------ ------------------
            EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:               0.00 +           711.90 =           711.90
                                                                                                       ==================
  F05772-00 FEDERAL HIGHWAY                           NO: 32775     -00
            FHWA AUTHORIZED AMOUNT:              0.00          PERCENT:      0.00%
            FHWA SHARE                                                       0.00                      =             0.00
            LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                      0.00
                                                                                                       ------------------
            FHWA CURRENT BILLING AMOUNT                                                                              0.00
                                                                                                       ==================
                                                                  ------------------ ------------------
  F05772 AGREEMENT                   EXPENDITURE TOTAL LESS: FHWA SHARE       0.00 +           711.90 =           711.90
                                                                                                       ==================
===============================================================================================================================
 500 FED. APPR: INTERS TSFR GRNT                            TOTAL     3,116,739.23 +        41,104.89 =     3,157,844.12
=           FHWA AUTHORIZED AMOUNT:       2,403,410.00
=           FHWA SHARE                                                2,649,228.34                      =     2,649,228.34
=           LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                               2,403,410.00
=           LESS: FHWA ADJ  A - EXPENDITURES WITHOUT AUTHORIZATION                                                    0.67
=           LESS: FHWA ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                                 245,817.67
=                                                                                                       ------------------
=           FHWA CURRENT BILLING AMOUNT                                                                              0.00
===============================================================================================================================
  9022-009 FEDERAL PROJECT                         EXPENDITURE TOTAL  3,419,603.95 +        41,104.89 =     3,460,708.84
==          FHWA AUTHORIZED AMOUNT:       2,665,471.00
==          FHWA SHARE                                                2,986,663.35                      =     2,986,663.35
==          LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                               2,660,845.01
==          LESS: FHWA ADJ  A - EXPENDITURES WITHOUT AUTHORIZATION                                                    0.67
==          LESS: FHWA ADJ  B - SHARE EXCEEDS AUTHORIZED AMOUNT                                                 245,817.67
==                                                                                                      ------------------
==          FHWA CURRENT BILLING AMOUNT                                                                              0.00
===============================================================================================================================
```

Dan - FYI
file –

Oregon

DEPARTMENT OF
TRANSPORTATION

Highway Division

July 12, 1991

Roy Gibson, City Engineer
City of Hillsboro
205 SE 2nd Ave.
Hillsboro, OR 97123

Subject: East Main Street–East City Limits
Cornell Road
Project No. IX-9022(9)

FILE CODE:
ACC 4-6

Dear Mr. Gibson:

I have reviewed the expenditures for the subject project in response to your request for additional information regarding training and litigation costs noted in the request for additional deposit dated June 18, 1991. Among the expenses for litigation I have found equipment rental costs which can be absorbed by the State. The training costs, which are considered by the Federal Highway Administration to be a legitimate project expenditure, occurred prior to establishment of a policy which considered such costs inappropriate on local government projects. In this case I feel that it would be appropriate for the State to pick up the matching share of the training costs, and I will make the necessary accounting adjustments.

You will note that these adjustments are reflected in the balance of cost owed by the city. There remains, however, a considerable balance due which is largely the result of the original advance deposit having been calculated on an estimated construction cost of $2,735,732.44. The higher actual cost, as shown in the following, effects an increase in the city's share of the project cost.

Construction Contract No. 09846, IX-9022(9)

	Participating	Nonparticipating
Contract Payments	$ 2,773,969.44	$ 18,274.00
Interest on Contract Payments		1,107.61
State Force Orders	20,678.02	4,187.41
Project Manager	318,974.70	3,650.32
Material Testing	27,019.49	
Technical Services	1,124.94	
Construction Section	5,191.19	
Traffic Engineering	328.06	48.2

SS028.pj

Transportation Building
Salem, OR 97310

Program Section	$ 394.03	
Training	3,878.10	
Accounting	131.69	
Final Design	302.41	
Geotechnical Investigations	116.76	
Utility Liaison	389.62	
Specifications	903.30	
State Equipment Rental		$ 711.90
Audit	69.86	
EEO Monitoring	193.18	
Claim Settlement		
Contract Payment	120,532.00	
Interest on Final Payment	49,468.00	
Litigation Expenses	95,939.19	10,302.69
Equipment Rental		2,822.72
Total Project Cost	$ 3,419,603.98	$ 41,104.89
Less State Equipment Rental		- 3,534.62
Less Federal IX Funds	- 2,657,444.19	
Less Federal FAU Funds	- 258,367.00	
Less State Match (FAU Funds)	- 17,416.02	
Less State Match (Training)	- 581.72	
Less Washington County Funds		- 4,187.41
Balance of Cost	$ 485,795.05	$ 33,382.86
		$42,555.36
Total City Share		
FAU Fund Match	17,416.02 ✓ok	
IX Fund Match	468,379.03	$\$494,445^{50}$
Nonparticipating Cost	33,382.86	$\$42,555^{36}$
Total	$ 519,075.26	$\$554,416^{88}$
Less Advance Deposit	- 325,075.88	
Balance Due from City	$ 194,102.03	$\$229,341^{00}$
ROUNDED TO	**$ 194,100.00**	$\$229,341^{00}$

SS028.pj

The federal funds identified in the above calculations have been determined in a way that will result in the least cost to the City. As much of the project as is possible has been financed with FAU funds at a federal share of 88.12% with the State splitting the match. The remaining participating cost must be financed with IX funds at a federal share of 85% with the city paying the match.

Total Participating Cost	$	3,419,603.98
Less FAU Financed Portion ($258,367 ÷ .8812)		- 293,199.05
Balance Financed with IX Funds	$	3,126,404.93

Federal Share of Balance
$3,126,404.93 x .85 = $2,657,444.19

To the best of my knowledge, the remaining balance of the City's share of the project cost is approximately $194,100. Minor adjustments may be required when the final voucher is prepared for the Federal Highway Administration.

Please submit an additional deposit in the amount of $194,100 and notify me when the transfer has been made.

Sincerely,

Steve Specht
Program Development Coordinator

bc w/ Attachments: Marty Andersen, Region 1
Don Aman, Program Section
Bob Warberg, Accounting—Please return REVISED AD #91-49 when the deposit has been received.

AD 91-49 ;

SS028.pj

1846

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENEDE

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

THE UNITED STATES, DR., TO *(insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building, Salem, OR 97310

STATE
OREGON

VOUCHER *(Check appropriate block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 05 23 84
TO 11 17 92

FEDERAL AID PROJECT NO.
IX-9022(9)

(*) Use Form FHWA - 1447 for Final Voucher for a project construction under certification acceptance or secondary road procedures (23 U. S. C.

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENT	NET AMOUNT CLAIMED
(177)	$302,864.72	$302,864.72	85^{00}	$257,435.01	$257,435.01	0
(W36)	$293,200.00	$293,200.00	8812	$258,367.84	$258,367.84	0
(580)	$2,785,025.45	$2,740,041.67	85^{00}	$2,329,035.41	$2,329,035.41	0
( )						
( )						
	$3,381,090.17	$3,336,106.39		$2,844,838.25	$2,844,838.25	0

0581470

I certify that the costs shown in this voucher have been incurred in accordance wiht terms of project agreements; applicabel State and Federal laws or regulations;

STATE HIGHWAY AGENCY
OREGON DEPARTMENT OF TRANSPORTATION

DATE
3-25-93

SIGNATURE OF AUTHORIZED OFFICIAL
Donald C. Aman
Don Aman,

REMARKS

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20

PREVIOUS EDITIONS ARE OBSOLETE

E. MAIN STREET-E.C.L. (HILLSBORO) SECTION
CORNELL ROAD
WASHINGTON COUNTY
IX-9022(9)

CONSTRUCTION
TYPE CODE IOOO
ROADWAY

CONTRACT SUMMARY		$2,720,693.77
580	2,124,629.05	
W36	293,200.00	
177	302,864.72	
SFO 1 STRIPING 580		7,824.89
SFO 4 RELOCATE POWER POLE 580		4,948.79
TOTAL TYPE CODE IOOO		$2,733,467.45

TYPE CODE Y031
TRAFFIC SIGNALS

CONTRACT SUMMARY 580	$143,657.00
SFO 2 STATE FURNISHED SOFTWARE 580	2,758.52
SFO 3 SIGNAL CONTROLLER TESTING 580	5,012.50
TOTAL PARTICIPATING TYPE CODE Y031	$151,428.02
TOTAL PARTICIPATING CONSTRUCTION COST	$2,884,895.47

CONSTRUCTION ENGINEERING

STATE 580	355,516.15

MISC. PROJECT COST

AUDIT EXPENSE 580	69.86

LITIGATION EXPENSE

PREPARE DEFENSE 580	95,624.91
TOTAL PARTICIPATING PROJECT COST	$3,336,106.39

NONPARTICIPATING PROJECT COST

CONTRACT SUMMARY	$22,461.41
EQUIPMENT RENTAL	711.90
INTEREST ON FINAL PAYMENTS 580	1,107.61
SFO 6 PREPARE CLAIM 580	13,125.41
CONSTRUCTION ENGINEERING 580	7,577.45
TOTAL NONPARTICIPATING PROJECT COST	$44,983.78
TOTAL PROJECT COST	$3,381,090.17

OREGON DEPARTMENT OF TRANSPORTATION

ITEMIZED STATEMENT OF FINAL COST

E. MAIN STREET-E.C.L. (HILLSBORO) SECTION
CORNELL ROAD
WASHINGTON COUNTY
AGREEMENT NO.: 7416
IX-9022(9)

JULY 6, 1993

CONSTRUCTION

ROADWAY		
CONTRACT SUMMARY		$2,720,693.77
580	2,124,629.05	
W36	293,200.00	
177	302,864.72	
SFO 1 STRIPING 580		7,824.89
SFO 4 RELOCATE POWER POLE 580		4,948.79
TRAFFIC SIGNALS		
CONTRACT SUMMARY 580		143,657.00
SFO 2 STATE FURNISHED SOFTWARE 580		2,758.52
SFO 3 SIGNAL CONTROLLER TESTING 580		5,012.50
TOTAL PARTICIPATING CONSTRUCTION COST		$2,884,895.47
CONSTRUCTION ENGINEERING 580		355,516.15
AUDIT EXPENSE 580		69.86
LITIGATION EXPENSE PREPARE DEFENSE 580		95,624.91
TOTAL PARTICIPATING PROJECT COST		$3,336,106.39
NONPARTICIPATING PROJECT COST		
CONTRACT SUMMARY		$22,461.41
EQUIPMENT RENTAL		711.90
INTEREST ON FINAL PAYMENTS 580		1,107.61
SFO 6 PREPARE CLAIM 580		13,125.41
CONSTRUCTION ENGINEERING 580		7,577.45
TOTAL NONPARTICIPATING PROJECT COST		$44,983.78
TOTAL PROJECT COST		$3,381,090.17
LESS: FEDERAL FUNDS		-2,844,838.26
LESS: STATE EQUIPMENT RENTAL		- 711.90
LESS: STATE TRAINING		- 3,878.89
LESS: STATE MATCH ON W36 FUNDS		- 17,416.08
LESS: WASHINGTON COUNTY FAIR BOARD PARTICIPATION		- 4,187.41
LESS: REVENUE FROM WASHINGTON COUNTY		- 325,075.88
AMOUNT DUE FROM THE CITY OF HILLSBORO		$ 184,981.75

Oregon Department of Transportation

INVOICE

PAGE NO. 1

BILLING DATE	07/01/93 3:13
REPORT NO.	FMBL824-1

TO ENSURE PROPER CREDIT, RETURN THIS FORM WITH YOUR REMITTANCE TO:

OREGON DEPARTMENT OF TRANSPORTATION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

CITY OF HILLSBORO
FINANCE DIRECTOR - ROBERT MASSAR
123 WEST MAIN
HILLSBORO OR 97123

FOR INFORMATION CONCERNING
THIS INVOICE CALL:
(503)378-6578

AGENCY	T/C	CURR. DOC.	DOC. DATE	VENDOR NO./SUFFIX	UNIT
02	350			52942 -00	9901

ACCOUNT	REVENUE SOURCE	AGENCY SOURCE	CUSTOMER AMOUNT DUE	CUSTOMER AMOUNT REMITTED	REV	CUSTOMER REFERENCE
RVF07394-000 02	844010	02	184,981.75			7416

AMOUNT DUE	$184,981.75

734-1158A(11-88)

9846

OREGON DEPARTMENT OF TRANSPORTATION

ITEMIZED STATEMENT OF FINAL COST

E. MAIN STREET-E.C.L. (HILLSBORO) SECTION
CORNELL ROAD
WASHINGTON COUNTY FAIR BOARD
CONTRACT NO.: 9846
IX-9022(9) PA-22

FURNISH AND INSTALL FAIRGROUNDS SIGNS ON CONTRACT 9846 FOR THE WASHINGTON COUNTY FAIR BOARD.

WASHINGTON COUNTY FAIR BOARD ADVANCE DEPOSIT	$4,190.00
COST OF FURNISHING AND INSTALLING SIGNS	-4,187.41
REFUND DUE THE WASHINGTON COUNTY FAIR BOARD	$ 2.59

PLEASE SEND COPY OF ATTACHED DOCUMENT WITH THE WARRANT THE WASHINGTON COUNTY FAIR BOARD

OREGON DEPARTMENT OF TRANSPORTATION

REFUND ON PROJECT NUMBER IX-9022(9)

TC: 320 AGENCY: 73

VENDOR NUMBER: 0001060250 00

VENDOR NAME: WASHINGTON COUNTY FAIR BOARD

UNIT: 7230

EXPENDITURE ACCOUNT: 7416

SUBJOB: 000

SOURCE: 596000 02

AMOUNT: $2.59

PREPARED BY: Diane Galida____________________

APPROVED BY: Don Aman__________________ DATE__________________

Payment based of the final accounting on IX-9022(9) E. Main Street-E.C.L. (Hillsboro) Section.

1984 Pine Cr. Br. Sec, Deer Creek Butte Rd. SE of Halfway (gr, base, structure) 9847

Oregon Department of Transportation
HIGHWAY DIVISION

7847

HIGHWAY DIVISION INVOICE

		AGENCY 0	CURRENT DOCUMENT NUMBER 144661
YOUR ORDER NUMBER	BILLING REQ. NUMBER CA 5425	DATE 1/13/87	VENDOR NUMBER 0000187488-00

Baker County
Courthouse
Baker, OR 97814

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09847-010	L01	8026			844010	10	$45.92

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

DESCRIPTION:

Final settlement on BROS-100(3 & 6), Pine Cr. (Butte Rd.) Bridge
Agreement No. 7960

DESCRIPTION	TOTAL PRICE
Total Project Cost	$ 131,121.95
Less: Federal Funds	(103,476.03)
Less: County's Advance Deposit	(27,600.00)
TOTAL AMOUNT DUE	$ 45.92

GL

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $ 45.92

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shultz 378-6514 or Diane Galida (INVOICE PREPARER) PH. 378-5035

734-1150 (11-86)

7247

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: December 11, 1986

COUNTY: Baker AGREEMENT NO: 7960 PROJECT NO: BROS-100(3&6)

CONTRACT NO: 9847 SECTION: Pine Creek (Deer Cr. Butte Rd.) Bridge

PRELIMINARY ENGINEER PREFIX C201-1976

	Participating	Non Participating
Project Manager	$ 7,297.26	$ 33.60
Final Design	2,171.28	
Location	5.01	
Program Section	93.35	
Administrative Services	66.14	
Environmental Section	143.66	
Structural Foundation	4,287.93	10.68
Free Bridge Design	607.54	
Free Specifications	669.75	
Right-of-Way Utility Engineer	24.16	
Surfacing Design Engineer	84.09	
Hydraulics	1,938.63	
	$ 17,388.80	$ 44.28
Less Free Bridge Design & Spec.'s	(1,277.29)	
P.E. Cost Chargeable to County	$ 16,111.51	$ 44.28

CONSTRUCTION PREFIX C201-1018 & C09847

	Participating	Non Participating
Payment to Contractor	$100,201.53	$ 1,600.72
Interest on Final Payment		131.92
Field Engineering	9,231.66	
Program Section	33.81	
Materials Lab	3,228.86	
Technical Services	170.06	
Construction Branch	180.05	
Accounting	187.55	
Total Construction Cost	$113,233.52	$ 1,732.64

SUMMARY

Total Participating P.E. Cost	$ 16,111.51
Total Participating Const. Cost	113,233.52
Total Participating Cost	$129,345.03

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
[illegible] 1987
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

FEDERAL FUNDS

P.E. (80%)	$ 12,889.21	
Const. (80%)	90,586.82	(103,476.03)
Subtotal		25,869.00
Plus Non Participating County Cost		1,776.92
Less County's Advance Deposits		
P.E. AD #83-99	$ 3,900	
Const. AD #84-77	23,700	(27,600.00)
BALANCE DUE FROM COUNTY		$ 45.92

MKS:me

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11/08/86                                                    JOB COST SUMMARY
                                            EA/  BJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                                   PAYROLL CHARGES ARE LOADED
```

9297

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                                                          CREW         MSA             CURRE
           EA        SUBJOB    ACTIVITY    OBJ-DETAIL    NUMBER       FIELD             MONT

        C2011976      011        900          136         0521
        C2011976      011        900          136         0521

        C2011976      011        900          136

        C2011976      011        900          150         0521
        C2011976      011        900          150         0521

        C2011976      011        900          150

        C2011976      011        900

        C2011976      011

        C2011976
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      JOB COST SUMMARY
BJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
  PAYROLL CHARGES ARE LOADED

      CREW        MSA             CURRENT                     CURRENT
IL   NUMBER      FIELD             MONTH                      BALANCE

      0521                                  .00                      324.10
      0521                                  .00                      324.10

                                            .00                      324.10

      0521                                  .00                        2.26
      0521                                  .00                        2.26

                                            .00                        2.26

                                            .00                      326.36

                                            .00                      326.36

                                            .00                      326.36
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11/08/86                                                      JOB COST SUMMARY
                                                 EA/[illegible]BJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                                         PAYROLL CHARGES ARE LOADED
```

9847

```
                                                                 CREW          MSA           CURRE
            EA        SUBJOB    ACTIVITY    OBJ-DETAIL          NUMBER        FIELD          MONT

         C09847        000         940         001

         C09847        000         940         551               8020
         C09847        000         940         551               8020

         C09847        000         940         551

         C09847        000         940

         C09847        000

         C09847        001                     349               8056
         C09847        001                     349               8056

         C09847        001                     349

         C09847        001

         C09847        001

         C09847
```

JOB COST SUMMARY
BJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE	
			.00	146.19	
	8020		.00	160.00	
	8020		.00	160.00	
			.00	160.00	
			.00	306.19	
			.00	107.48	
	8056		.00	131.92	
	8056		.00	131.92	submit Final Payment
			.00	131.92	
			.00	131.92	
			.00	131.92	in test
			.00	239.40	

11/08/86

JOB COST SUMMARY
EA/ JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBE
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURR MON
C09847	000		550	8215		
C09847	000		550	8215		
C09847	000		550			
C09847	000		555	0521		
C09847	000		555	0521		
C09847	000		555			
C09847	000					
C09847	000	010	001	0821		
C09847	000	010	001	0821		
C09847	000	010	001			
C09847	000	010				
C09847	000	900	136	0521		
C09847	000	900	136	0521		
C09847	000	900	136			
C09847	000	900	150	0521		
C09847	000	900	150	0521		
C09847	000	900	150			
C09847	000	900				
C09847	000	901	001	7365		
C09847	000	901	001	7365		
C09847	000	901	001			
C09847	000	901	504	7363		
C09847	000	901	504	7363		
C09847	000	901	504			
C09847	000	901				
C09847	000	940	001	8200		
C09847	000	940	001	8200		
C09847	000	940	001	8221		
C09847	000	940	001	8221		

JOB COST SUMMARY
JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBE
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	8215		.00	7.20
	8215		.00	7.20
			.00	7.20
	0521		.00	5.80
	0521		.00	5.80
			.00	5.80
			.00	13.00
	0821		.00	41.54
	0821		.00	41.54
			.00	41.54
			.00	41.54
	0521		.00	324.10-
	0521		.00	324.10-
			.00	324.10-
	0521		.00	2.26-
	0521		.00	2.26-
			.00	2.26-
			.00	326.36-
	7365		.00	65.76
	7365		.00	65.76
			.00	65.76
	7363		.00	7.35
	7363		.00	7.35
			.00	7.35
			.00	73.11
	8200		.00	125.70
	8200		.00	125.70
	8221		.00	20.49
	8221		.00	20.49

54.54
Eng

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 117

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BHOS-2100-004									
F01646									
C2211907-011	36,166.05	28,932.84	36,166.05						
AGREEMENT TOTALS	36,166.05	28,932.84	36,166.05	80.00	28,932.84	28,932.84	.00		.00
FED PROJ TOTALS	36,166.05	28,932.84	36,166.05		28,932.84	28,932.84	.00		.00
FEDERAL PROJECT: BROS-0100-003									
F01488									
C2011976-010	44.28	.00	.00						
C2011976-011	17,388.80	13,911.04	17,388.80						
AGREEMENT TOTALS	17,433.08	13,911.04	17,388.80	80.00	13,911.04	13,911.04	.00		.00
FED PROJ TOTALS	17,433.08	13,911.04	17,388.80		13,911.04	13,911.04	.00		.00
FEDERAL PROJECT: BROS-0100-004									
F01487									
C2011975-011	26,368.17	21,094.54	26,368.17						
AGREEMENT TOTALS	26,368.17	21,094.54	26,368.17	80.00	21,094.54	21,094.54	.00		.00
FED PROJ TOTALS	26,368.17	21,094.54	26,368.17		21,094.54	21,094.54	.00		.00
FEDERAL PROJECT: BROS-0100-005									
F01486									
C2011974-010	37.96	.00	.00						
C2011974-011	16,991.11	13,592.89	16,991.11						
AGREEMENT TOTALS	17,029.07	13,592.89	16,991.11	80.00	13,592.89	13,592.89	.00		.00
FED PROJ TOTALS	17,029.07	13,592.89	16,991.11		13,592.89	13,592.89	.00		.00
FEDERAL PROJECT: BROS-0100-008									
F01481									
C09889 -000	6,753.02	240.77	3,231.99						
C09889 -001	26.31	.00	.00						
C09889 -011	126,525.34	106,362.00	130,021.47						

10-29-86

9847

9847

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-17-86

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, Oregon 97310

STATE Oregon	**FEDERAL AID PROJECT NO.** Post Final BROS-100(3)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 10/19/83 To: 6/05/84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$17,433.08	$17,388.80	80%	$13,911.04	$13,911.04	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ______ Controller *Authorized Officer* 9/17/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $ 0.00

Adjustments $ ______

Amount Approved $ ______

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	PINE CREEK (DEER CREEK BUTTE ROAD) BRIDGE SECTION **COUNTY ROAD** **BAKER COUNTY**					
	Preliminary Engineering **Type Code P.E.**					
	State	All Required			$ 17,388.80	
	TOTAL PARTICIPATING PROJECT COST				**$ 17,388.80**	
	Non Participating Project Cost					
	State	All Required			$ 44.28	
	TOTAL PROJECT COST				**$ 17,433.08**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/02/86.					
	AMOUNT CARRIED FORWARD					

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                 JUNE 1985        PAGE  924

                                                                           FISCAL         GRAND TOTAL
      DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE     TO DATE
                              201    1976     901     00 P 1                          7.74      7,297.26
                              201    1976     901     00 N 1                                       33.60
                              201    1976     905     00 P 1                         46.66      1,844.92
                              201    1976     906     00 P 1                                        6.30
                              201    1976     918     00 P 1                                        5.01
                              201    1976     920     00 P 1                                       93.35
                              201    1976     921     00 P 1                                      123.14
                              201    1976     922     00 P 1                                       66.14
                              201    1976     923     00 P 1                                      143.66
                              201    1976     926     00 P 1                                    4,287.93
                              201    1976     926     00 N 1                                       10.68
                              201    1976     927     00 P 1                                      601.24
                              201    1976     929     00 P 1                                      546.61
                              201    1976     932     00 P 1                                       24.16
                              201    1976     933     00 P 1                                       84.09
                              201    1976     937     00 P 1                                    1,938.63
                                              TOT     P1                             54.40     17,062.44
                                              TOT     N1                                           44.28
                                           ** JOB TOTALS **              **          54.40  **  17,106.72  **

 PINE CR (CROW LANE) BR      CONT NO     FA PROJ NOS BROS0100009 100                                      STATE
                              201    1991     296     00 N 9     631.29CR         6,124.13CR     6,124.13CR
                              201    1991     298     00 N 9     631.29           6,124.13       6,124.13
                              201    1991     901     00 P 1       8.67CR         4,057.22       4,057.22
                              201    1991     901     00 N 1                          6.17           6.17
                              201    1991     905     00 P 1     902.67           1,126.77       1,126.77
                              201    1991     906     00 P 1                          8.10           8.10
                              201    1991     914     00 P 1        .62CR           138.69         138.69
                              201    1991     918     00 P 1       2.32CR           519.89         519.89
                              201    1991     922     00 P 1      24.67              24.67          24.67
                              201    1991     926     00 P 1       2.14           2,037.24       2,037.24
                              201    1991     926     00 N 1        .54CR           120.40         120.40
                              201    1991     927     00 P 1     513.75             571.30         571.30
                              201    1991     933     00 P 1        .35CR            77.95          77.95
                              201    1991     937     00 P 1      42.16             566.76         566.76
                                              TOT     P1       1,473.43           9,128.59       9,128.59
                                              TOT     N1            .54CR           126.57         126.57
                                           ** JOB TOTALS **    1,472.89  **       9,255.16  **   9,255.16  **

 POWDER R(W DREDGE LP)BR     CONT NO     FA PROJ NOS BROS0100010 100                                      STATE
                              201    1995     296     00 N 9   1,251.19CR         1,251.19CR     1,251.19CR
                              201    1995     298     00 N 9   1,251.19           1,251.19       1,251.19
                              201    1995     901     00 P 1   1,177.87           1,177.87       1,177.87
                              201    1995     905     00 P 1     743.51             743.51         743.51
                              201    1995     906     00 P 1     203.98CR           187.46         187.46
                              201    1995     918     00 P 1       6.10             445.07         445.07
                              201    1995     922     00 P 1      24.67              24.67          24.67
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DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
								STATE
POWDER RIV(MCCARTY RD) BR	CONT NO	* FA PROJ NOS BROS0100005 100						
	201	1974	296	00 N 9		5,821.83CR	13,592.89CR	
	201	1974	298	00 N 9		5,821.83	13,592.89	
	201	1974	901	00 P 1		79.64	3,446.21	
	201	1974	901	00 N 1			37.96	
	201	1974	905	00 P 1		841.71	3,382.80	
	201	1974	906	00 P 1		453.84	713.45	
	201	1974	918	00 P 1			653.44	
	201	1974	920	00 P 1		39.50	57.68	
	201	1974	921	00 P 1		1,075.32	1,075.32	
	201	1974	922	00 P 1		78.18	87.17	
	201	1974	923	00 P 1		170.24	170.24	
	201	1974	926	00 P 1		7.00	2,373.92	
	201	1974	927	00 P 1		899.95	1,335.29	
	201	1974	929	00 P 1		111.28	111.28	
	201	1974	932	00 P 1		16.63	16.63	
	201	1974	933	00 P 1			84.01	
	201	1974	937	00 P 1		14.25	3,471.35	
	201	1974	937	01 P 1		12.32	12.32	
			TOT	P1		3,799.90	16,991.11	
			TOT	N1			37.96	
			** JOB TOTALS **		**	3,799.90 **	17,029.07 **	
								STATE
POWDER R(BEAVER CK RD) BR	CONT NO	* FA PROJ NOS BROS0100004 100						
	201	1975	296	00 N 9		6,139.12CR	21,094.54CR	
	201	1975	298	00 N 9		6,139.12	21,094.54	
	201	1975	901	00 P 1		214.04	7,078.73	
	201	1975	905	00 P 1		629.07	4,054.97	
	201	1975	906	00 P 1		1,793.29	3,669.35	
	201	1975	918	00 P 1			696.11	
	201	1975	920	00 P 1		78.14	96.32	
	201	1975	921	00 P 1		1,098.91	1,098.91	
	201	1975	922	00 P 1		18.18	18.18	
	201	1975	923	00 P 1		73.69	73.69	
	201	1975	926	00 P 1			3,419.46	
	201	1975	927	00 P 1		1,439.26	4,805.70	
	201	1975	929	00 P 1		255.47	255.47	
	201	1975	933	00 P 1			80.20	
	201	1975	937	00 P 1			923.56	
	201	1975	950	00 P 1			97.52	
			TOT	P1		5,600.05	26,368.17	
			** JOB TOTALS **		**	5,600.05 **	26,368.17 **	
								STATE
PINE CK(DEER CK BUTTE) BR	CONT NO	* FA PROJ NOS BROS0100003 100						
	201	1976	296	00 N 9		219.18	13,649.95CR	
	201	1976	298	00 N 9		219.18CR	13,649.95	

4247

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-15-86

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BROS-100(6)

PROGRAM APPROVED

VOUCHER PERIOD From: 6/06/84 To: 2/28/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
114,966.16	113,233.52	80%	90,586.82	90,586.82	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By __________ *Date* 9/15/86

Controller *Authorized Officer*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	PINE CR. (DEER CR. BUTTE RD.) BRIDGE SECTION COUNTY ROAD BAKER COUNTY					
	Construction Type Code X080 Structure #16690 (Sta. 7+00 to Sta. 13+00)					
	Final Contract Payment Summary	Lump Sum			$100,201.53	✓
	Construction Engineering					
	State	All Required			$ 13,031.99	
	TOTAL PARTICIPATING PROJECT COST				**$113,233.52**	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ 1,600.72	✓
	Interest on Final Payments	All Required			131.92	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 1,732.64**	
	TOTAL PROJECT COST				**$114.966.16**	
	Prepared based on Participating cost as shown on the Federal Billing as of 9/05/86.					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	201	1018	201	00	N 1		1,600.72	1,600.72 ✓	85	85
	201	1018	204	00	P 1		2,500.00CR	2,500.00CR	84	85
	201	1018	296	00	N 9	149.88CR	88,526.20CR	88,526.20CR	84	85
	201	1018	298	00	N 9	149.88	88,526.20	88,526.20 -148.21	84	85
	201	1018	900	00	P 1	27.84CR	9,408.91	9,430.37	84	85
	201	1018	920	00	P 1	.15CR	33.81	33.81	84	85
	201	1018	940	00	P 1		1,622.00	1,622.00 + 306.19	84	85
	201	1018	941	00	P 1	2.25CR	1,250.61	1,250.61	84	85
	201	1018	942	00	P 1	.17CR	50.06	50.06	84	85
	201	1018	944	00	P 1	.49CR	170.06	170.06	84	85
	201	1018	945	00	P 1	.81CR	180.05	180.05	84	85
	201	1018	948	00	P 1		187.55	187.55	84	84
			TOT		P1	31.71CR	110,604.58	110,626.04		
			TOT		N1		1,600.72	1,600.72		
			** JOB TOTALS **			31.71CR**	112,205.30 **	112,226.76 **		
POWDER R(MCCARTY RD) BR	CONT NO 9882	FA PROJ NOS BROS0100007 100							STATE	
	201	1019	201	00	P 1		93,871.60	93,871.60	84	85
	201	1019	204	00	P 1		4,693.58CR	4,693.58CR	84	85
	201	1019	296	00	N 9	25.68CR	78,653.26CR	78,653.26CR	84	85
	201	1019	298	00	N 9	25.68	78,653.26	78,653.26	84	85
	201	1019	900	00	P 1	7.57	6,271.21	6,271.21	84	85
	201	1019	920	00	P 1	.16CR	34.86	34.86	84	85
	201	1019	940	00	P 1		1,007.00	1,007.00	84	85
	201	1019	941	00	P 1	.94	1,185.74	1,185.74	84	85
	201	1019	942	00	P 1	.29	84.92	84.92	85	85
	201	1019	944	00	P 1	1.13CR	309.17	309.17	84	85
	201	1019	945	00	P 1	.12CR	26.04	26.04	84	85
	201	1019	948	00	P 1		227.00	227.00	85	85
			TOT		P1	7.39	98,323.96	98,323.96		
			** JOB TOTALS **			7.39 **	98,323.96 **	98,323.96 **		
POWDER R(BEAVER CR RD)BR	CONT NO 9889	FA PROJ NOS BROS0100008 100							STATE	
	201	1020	201	00	P 1	17,237.39	122,070.57	122,070.57	84	85
	201	1020	203	00	P 1	1,650.00CR	1,650.00CR	1,650.00CR	85	85
	201	1020	204	00	P 1	779.37CR	6,021.03CR	6,021.03CR	84	85
	201	1020	296	00	N 9	12,089.98CR	89,602.15CR	89,602.15CR	84	85
	201	1020	298	00	N 9	12,089.98	89,602.15	89,602.15	84	85
	201	1020	900	00	P 1	9.12	9,756.93	9,756.93	84	85
	201	1020	920	00	P 1	.43CR	95.27	95.27	84	85
	201	1020	940	00	P 1	171.00	804.00	804.00	84	85
	201	1020	941	00	P 1	1.35	87.06	87.06	85	85
	201	1020	942	00	P 1	2.43CR	718.26	718.26	84	85
	201	1020	944	00	P 1	2.44CR	606.27	606.27	84	85
	201	1020	945	00	P 1	.14CR	29.94	29.94	84	85
	201	1020	946	00	P 1	1.77	398.59	398.59	85	85
	201	1020	948	00	P 1	.40CR	92.25	92.25	85	85

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                      JUNE 1985

                                                                                 FISCAL         GRAND TOTAL      ACTIVE  YRS
   DESCRIPTION            PREFIX   FUNCTION SUB F.  GR   CURRENT MONTH       YEAR TO DATE      TO DATE          BEG     END
                        136  1092      941      00 P 1          11.75            345.56           455.11         84      85
                        136  1092      941      00 P 8           1.02             30.04            39.57         84      85
                        136  1092      942      00 P 1                                          1,737.84         84      84
                        136  1092      942      00 P 8                                            151.11         84      84
                        136  1092      944      00 P 1           1.29CR          300.06         2,425.52         84      85
                        136  1092      944      00 P 8            .11CR           26.11           210.50         84      85
                        136  1092      945      00 P 1            .49CR          109.12           179.29         84      85
                        136  1092      945      00 P 8            .04CR            9.49            15.61         84      85
                        136  1092      946      00 P 1          23.83CR        8,967.04        12,062.04         84      85
                        136  1092      946      00 P 8           2.08CR          779.72         1,048.86         84      85
                        136  1092      948      00 P 1            .18CR           46.90           239.09         84      85
                        136  1092      948      00 P 8            .02CR            4.07            20.78         84      85
                        136  1092      950      00 P 1           3.45CR          865.97         6,837.05         84      85
                        136  1092      950      00 P 8            .31CR           75.28           164.27         84      85
                                       TOT         P1        1,633.56        457,559.75       824,728.06
                                       TOT         P8          132.77         68,809.41        76,126.96
                                       TOT         N1                            335.27           817.45
                                       TOT         N8                             29.15            60.63
                                  ** JOB TOTALS **           1,766.33 **     526,733.58 **    901,733.10 **

                                                                                                                 STATE
  SPTC XING-LAFAYETTE ST      CONT NO         FA PROJ NOS RRP 4445001 100
                        136  1094      296      00 N 9                          18.13CR           18.13CR        85      85
                        136  1094      298      00 N 9                          18.13             18.13          85      85
                        136  1094      920      00 P 1            .09CR         20.05             20.05          85      85
                                       TOT         P1             .09CR         20.05             20.05
                                  ** JOB TOTALS **                .09CR**       20.05 **          20.05 **

                                                                                                                 STATE
  POWDER R(BEAVER CR RD)BR    CONT NO 9283 * FA PROJ NOS SOS 0100002 100
                        201  1007      201      00 P 1                                         96,654.67         81      82
                        201  1007      201      00 N 1                                            118.75         82      82
                        201  1007      206      00 N 1                                             58.09         82      82
                        201  1007      296      00 N 9                                        107,878.20CR       81      83
                        201  1007      297      00 N 9                                         12,939.45         81      83
                        201  1007      298      00 N 9                                         94,938.75         81      83
                        201  1007      900      00 P 1                                          7,706.53         81      82
                        201  1007      920      00 P 1                                             15.30         81      81
                        201  1007      940      00 P 1                                          1,468.82         81      81
                        201  1007      941      00 P 1                                            876.55         81      82
                        201  1007      944      00 P 1                                            132.38         81      82
                        201  1007      945      00 P 1                                            319.46         81      83
                        201  1007      946      00 P 1                                            512.35         81      82
                        201  1007      948      00 P 1                                             15.30         83      83
                                       TOT         P1                                         107,701 36
                                       TOT         N1                                            176.84
                                  ** JOB TOTALS **                **                **        107,878.20 **

                                                                                                                 STATE
  PINE CR(DEER CR BUT RD) BR  CONT NO 9847   FA PROJ NOS BROS0100006 100          100,201.53       100,201.53    84      85
                        201  1018      201      00 P 1
```

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BRF -0025-012									
F00452									
AGREEMENT TOTALS	598,598.85	478,679.18	598,348.97	80.00	595,418.73	478,679.18	.00 116,739.55	 L	.00
FED PROJ TOTALS	598,598.85	478,679.18	598,348.97		595,418.73	478,679.18	.00		.00
FEDERAL PROJECT: BRF -0205-011									
F00813									
C09706 -000	77,363.17	2,455.79	84,126.72						
C09706 -001	1,912.26	.00	.00						
C09706 -020	3,583.87	.00	.00						
C09706 -021	1,674,648.54	1,387,614.21	1,668,501.53						
AGREEMENT TOTALS	1,757,507.84	1,390,070.00	1,752,628.25	80.00	1,390,070.00	1,402,102.60	12,032.60 254,912.53	B L	.00
FED PROJ TOTALS	1,757,507.84	1,390,070.00	1,752,628.25		1,390,070.00	1,402,102.60	12,032.60	B	.00
FEDERAL PROJECT: BROS-0100-006									
F01479									
C09847 -000	2,607.48	52.40	2,607.48						
C09847 -001	131.92	.00	.00						
C09847 -010	1,600.72	.00	.00						
C09847 -011	110,626.04	90,534.42	110,626.04						
AGREEMENT TOTALS	114,966.16	90,586.82	113,233.52	80.00	90,586.82	90,586.82	.00		.00
FED PROJ TOTALS	114,966.16	90,586.82	113,233.52		90,586.82	90,586.82	.00		.00
FEDERAL PROJECT: BROS-0100-007									
F01480									
C09882 -000	5,139.36	201.14	5,139.36						
C09882 -001	56.47	.00	.00						
C09882 -011	101,852.00	85,391.95	101,852.00						
AGREEMENT TOTALS	107,047.83	85,593.09	106,991.36	80.00	86,996.00	85,593.09	.00		.00
FED PROJ TOTALS	107,047.83	85,593.09	106,991.36		86,996.00	85,593.09	.00		.00
FEDERAL PROJECT: BROS-0300-009									
F01528									

9847 N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 8-40

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

US Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State OREGON

County BAKER

Project Number BROS-0100(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 30, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 118,360	$ 113,560
Federal funds	$ 94,688	$ 90,848
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of AUG, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon July 29, 1986

Federal-Aid Project No. BROS-0100(6)

Pine Cr. (Deer Cr. Butte Rd.) Br. Section
County Road
Baker County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure #16690 (Sta. 7+00 to Sta. 13+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Watering	$5.00	50	$ 250.00	40	$200.00
Grid-Rolled Aggreg. Subbase	2.50	1,900	4,750.00	0	0.00
SUBTOTAL			$5,000.00		$200.00

Decrease (-)	$ 4,800.00
SUBTOTAL from previous estimate of July 25, 1984	118,360.00
Total	$113,560.00

Length of Project ------------------- 0.114 miles

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Structure	114	80%	$113,560	$90,848	$22,712

SubJob 010: 0%; SubJob 011: 100%
Contract No. C09847
Prefix No.: C201-1976 (PE)
Prefix No.: C201-1018

DDB:pf

· 9847

TO BE COMPLETED BY FHWA 7-275	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 7-2-84	STATE OREGON COUNTY BAKER PROJECT NO. BROS-0100(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pine Creek Bridge, approximately 3.5 mi. SE of Halfway on Deer Creek Butte County Road.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-6-84	0.114

OTHER *(Specify)*

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 118,360.00	$ 94,688.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Gary A. Potter
Manager, Program Section
(Title)
By FOR: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JUN 20 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 25, 1984

FEDERAL AID PROJECT NO. BROS-0100(6)

PINE CR. (DEER CR. BUTTE RD.) BRIDGE SECTION
COUNTY ROAD
BAKER COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE #16690 (Sta. 7+00 to Sta. 13+00)

Mobilization	Lump Sum	All	--	$ 5,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	--	500.00
Temporary Signs	Sq. Ft.	256	8.50	2,176.00
Temporary Barricades	Each	6	80.00	480.00
Temporary Guard Rail, Type 2, Reflectorized	Lin. Ft.	200	5.00	1,000.00
Temporary Delineators	Each	12	20.00	240.00
Earthwork	Lump Sum	All	--	8,500.00
Watering	M-Gal.	50	5.00	250.00
Grid-Rolled Aggregate Subbase, 14-inches Thick	Sq. Yd.	1,900	2.50	4,750.00
Grid Roller	Hour	30	60.00	1,800.00
Aggregate Wearing Course, 4-inches Thick	Sq. Yd.	1,800	2.00	3,600.00
24-inch Culvert Pipe	Lin. Ft.	40	14.00	560.00
Guard Rail, Type 2A	Lin. Ft.	100	16.50	1,650.00
Guard Rail, Type 3	Lin. Ft.	100	26.50 25.50	2,650.00
Guard Rail Anchors, Type 1	Each	4	475.00	1,900.00
Rail End Pieces, Type C	Each	4	100.00	400.00
Type 1 Fence	Lin. Ft.	130	3.00	390.00
Loose Riprap, Class 100	Cu. Yd.	200	15.00	3,000.00
Bridge Removal Work	Lump Sum	All	--	3,000.00
Furnish Pile Driving Equipment	Lump Sum	All	--	4,300.00
Furnish HP 10x42 Steel Piling	Lin. Ft.	296	17.50	5,180.00
Drive Steel Piles	Lin. Ft.	296	2.00	592.00
Pilecaps	Lump Sum	All	--	3,882.00
4' x 65'/70' Prestressed Slabs	Each	6	6,734.50	40,407.00
Metal Rail with Tubing	Lin. Ft.	150	43.50	6,525.00
				$ 102,732.00

ANTICIPATED ITEMS

Temporary Erosion Control	Lump Sum	All	--	$ 500.00
Roadside Seeding & Mulching	Lump Sum	All	--	800.00
Adjusting Fencing and Gate	Lump Sum	All	--	250.00
				$ 1,550.00
		SUBTOTAL		$ 104,282.00
		Engineering		14,078.00
		TOTAL		$ 118,360.00

Length of Structure -------------- 0.114 mile

Federal Funds (80%) --	$ 94,688.00
County Funds --	23,672.00
TOTAL	$ 118,360.00

Group 1: 100%
Contract No. 9847
Prefix: 201-1976 P.E.
Prefix: 201-1018

WH:pf

jc 9847   cc: OSHD (L. Rulien)

STATE COPY ✓

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

RECEIVED
STATE HWY ENGR
MAR 3 '86
REFER TO
Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	[illegible]

#9847

REGION NO. 10	REPORT NO. 1	COUNTY Baker	DIVISION Oregon
DATE OF REPORT 2 - 4 - 86	REPORT MADE BY C.O. Fredrickson, Const. Engineer		PROJECT NO. lg BROS-0100(6)
COMPLETION DATE (Actual) 10 - 24 - 84	ACCEPTANCE DATE BY CONRTACT AGENCY 10 - 7 - 85	TIME ELAPSED 100 %	CONTRACT TIME 34 75 C.D.

LOCATION

Pine Creek Br. Sec. of Deer Creek Butte Road approx. 3 miles southeast of Halfway

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

1. Description of Improvement as Programed:

   A. Construction of roadbed grading and grid-rolled aggregate base and wearing course.

   B. Construction of Bridge No. 16690 over Pine Creek.
   Length: 70 feet. Roadway width: 23.5 feet.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: A & R Construction, Inc. dba LACO Construction .

3. Contract Amount: $101,802.25

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C.O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr.		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE FEB 2[illegible]	TITLE Field Operations Engineer	DATE FEB 2 8 1986

FORM FHWA 1446B
(Rev. 2-84)   PREVIOUS EDITIONS MAY BE USED.

-9847

October 16, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9847

Contract No. 9847 awarded to A & R Construction, Inc. dba Laco Construction Co. for work on the Pine Creek Bridge Section of the Deer Creek Butte Road in Baker County was completed on June 7, 1985 and accepted by the State Highway Division on October 7, 1985.

Final payment in the amount of $2,500 will be released to the contractor after October 21, 1985. The total contract amount is $101,802.25 including $3,782.30 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: A & R Construction, Inc.
dba Laco Construction Co.
P.O. Box 881
Lewiston, ID 83501

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert D. Hector

NOTED ON CARD
10-16-85 ac

FKN:arc

9847

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: October 7, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9847, On Site Work Substantially Completed October 24, 1984

All Work Completed June 7, 1985

Project Pine Cr. (Deer Cr. Butte Rd.) Bridge

Highway County Road

County Baker

Type of Work Grading, Base and Structure

Contractor A & R Construction, Inc. dba LACO Const. Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-16-85 - surety letter written (ac)

noted
Gormsen

[illegible] Oct

RECEIVED
OCT 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: Joseph A. Schlieski
Project Manager

DATE: April 19, 1985

FROM: Norman L. Henry
Design Supervisor

SUBJECT: Pine Cr. (Deer Cr. Butte Rd.) Bridge Sec.
County Rd.
Baker County

This letter acknowledges receipt of your construction narrative report.

We appreciate receiving your report as it will be helpful to us in the preparation of future construction plans. Your comments again stressed the need for better communication between "Sections". The use of "Location Narrative Report", "Preliminary Plan Review", and "direct contact" should be taken advantage of to improve communications.

NLR:df

cc: N. L. Henry

-125-1387

Report #28 *Final*

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pine Creek Bridge

WEEK ENDING: March 16, 1985

SECTION PREFIX: 201-1018

HIGHWAY: County Road

COUNTY: Baker

NAME OF JOB:

KIND OF WORK: Grading, Base & Structure

CONTRACTOR: A&R Const. Inc. dba/Laco Const.

CONTRACT NUMBER: 9847

FEDERAL AID PROJECT NUMBER: BROS-0100(6)

DATE OF CONTRACT: July 23, 1984

DATE WORK STARTED: August 28, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 75

WORK DAYS USED:

CALENDAR DAYS USED: 75

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 118,360.07

EXCLUSIVE OF ENGINEERING: $ 108,974.69

ENGINEERING AUTHORIZATION: $ 9,385.38

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 108,974.69

ENGINEERING COST TO DATE: $ 11,615.73

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 124 %

DATE PROJECT WAS COMPLETED: October 24, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	0	0	0	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0	0	0	0	0
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16690							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10		0		
MONDAY 11		0		
TUESDAY 12		0		
WEDNESDAY 13		0		
THURSDAY 14		0		
FRIDAY 15		0		
SATURDAY 16		0		

CE F CAE RECEIVED LS .... TC......
COR OM SA .... CC......
OE .... [illegible] 18 [illegible] FE...... CP......
CA .... FOC............
CAM CONSTRUCTION CCE ....
LEO.............. SECTION FILE..........

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 10	
MONDAY 11	No activity this week
TUESDAY 12	
WEDNESDAY 13	
THURSDAY 14	
FRIDAY 15	
SATURDAY 16	

REMARKS

~~Preparing final records~~

Final Records submitted to Region 3/14/85.

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9847 201-1976

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-17-84

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITAL BUILDING, SALEM, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE OREGON	FEDERAL AID PROJECT NO. BROS-100(3)
PROGRAM APPROVED	VOUCHER PERIOD From: 10-19-83 To: 6-5-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$17,106.72	$17,062.44	80%	$13,649.95	$13,649.95	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By CONTROLLER *Authorized Officer* 10-17-84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	PINE CREEK (DEER CREEK BUTTE RD) BRIDGE SECTION COUNTY ROAD BAKER COUNTY					
	PRELIMINARY ENGINEERING TYPE CODE PE STATE	ALL REQUIRED			$17,062.44	
	TOTAL PARTICIPATING PROJECT COST				$17,062.44	
	NON PARTICIPATING PROJECT COST STATE	ALL REQUIRED			$ 44.28	
	TOTAL PROJECT COST				$17,106.72	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 10-18-84.					
	AMOUNT CARRIED FORWARD					

B01
BILLING NUMBER 18

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

11/08/84

PREFIX	GRP	FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	6	X10 -0079-004 APPR-772	77,388.00	89,951.05	89,951.05	85.80	77,178.00	77,178.00		
	7					85.80				
134-1946		PREFIX TOTALS	221,188.00	257,127.34	254,796.93		218,615.77	218,615.77		
134-1965	1*	F -0079-002 APPR-010	179,320.54	210,688.14	208,998.30	85.80	179,320.54	179,320.54		
	2*	U -0079-002 APPR-032	86,237.29	113,053.61	113,053.61	76.28	86,237.29	86,237.29		
134-1965		PREFIX TOTALS	265,557.83	323,741.75	322,051.91		265,557.83	265,557.83		
134-1966	1*	F -0079-002 APPR-010	101,231.97	118,447.27	117,985.98	85.80	101,231.97	101,231.97		
	2*	U -0079-002 APPR-032	76,564.49	100,372.96	100,372.96	76.28	76,564.49	76,564.49		
134-1966		PREFIX TOTALS	177,796.46	218,820.23	218,358.94		177,796.46	177,796.46		
134-1999	1#	XI -9091-004 APPR-823	20,231.75	24,932.77	23,802.06	85.00	20,231.75	20,231.75		
	2	X10 -9091-004 APPR-772	27,548.00	32,409.41	32,409.41	85.00	27,548.00	27,548.00		
134-1999		PREFIX TOTALS	47,779.75	57,342.18	56,211.47		47,779.75	47,779.75		
136-1977	1	RS -0125-001 APPR-075	46,540.00	19,485.35	19,485.35	88.15	17,176.34	17,176.34		
136-1988	1	F -0075-014 APPR-010	37,550.00	16,164.96	15,975.38	88.15	14,082.30	12,394.52		1,687.78
201-1956	1#	SOS -0100-002 APPR-680	10,103.05	11,471.50	11,467.20	88.15	10,108.34	10,103.05	5.29 B	
201-1969	1	RRS -000S-010 APPR-138	1,800.00	318.56	318.56	90.00	286.70	286.70		
201-1974	1	BROS-0100-005 APPR-117	20,000.00	17,256.07	17,218.11	80.00	13,774.49	13,770.89		3.60
201-1975	1	BROS-0100-004 APPR-117	20,800.00	26,460.82	26,460.82	80.00	21,168.66	20,800.00	368.66 B	
201-1976	1*	BROS-0100-003 APPR-117	13,649.95	17,106.72	17,062.44	80.00	13,649.95	13,649.95		
203-1901	1#	XI -9665-004 APPR-823	21,324.90	25,102.66	25,088.12	85.00	21,324.90	21,324.90		
203-1906	1#	M -9702-002 APPR-H36	36,991.92	43,577.63	43,114.13	85.80	36,991.92	36,991.92		
203-1908	1#	XI -9674-003 APPR-823	4,275.36	5,029.84	5,029.84	85.00	4,275.36	4,275.36		
203-1909	1#	XI -9721-001 APPR-823	6,174.20	7,391.87	7,263.76	85.00	6,174.20	6,174.20		
	2#	X10 -9721-001 APPR-772	6,800.00	8,000.00	8,000.00	85.00	6,800.00	6,800.00		
203-1909		PREFIX TOTALS	12,974.20	15,391.87	15,263.76		12,974.20	12,974.20		
203-1910	1#	XI -9665-005 APPR-823	21,653.04	25,474.17	25,474.17	85.00	21,653.04	21,653.04		

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS OCTOBER 1984

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GP		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	201	1975	926	00	P	1				3,419.46	
	201	1975	927	00	P	1			1,439.26	4,805.70	
	201	1975	929	00	P	1			255.47	255.47	
	201	1975	933	00	P	1				80.20	
	201	1975	937	00	P	1				923.56	
	201	1975	950	00	P	1				97.52	
			TOT		P1				5,692.70	26,460.82	
			** JOB TOTALS **					**	5,692.70 **	26,460.82 **	
PINE CK/DEEP CK BUTTE, BP	CONT NO	* FA PROJ NOS BPOS0100003 100									STATE
	~~201~~	~~1976~~	~~296~~	~~00~~	~~N~~	~~9~~		~~25.09CR~~	~~219.18~~	~~13,649.95CR~~	
	~~201~~	~~1976~~	~~298~~	~~00~~	~~N~~	~~9~~		~~25.09~~	~~219.18CR~~	~~13,649.95~~	
	201	1976	901	00	P	1	Project manager		7.74	7,297.26	
	201	1976	901	00	N	1	" "			33.60	
	201	1976	905	00	P	1	Final Design	31.37	46.66	1 ~~844.92~~OK	
	201	1976	906	00	P	1				~~6.30~~	TO 927
	201	1976	918	00	P	1	Location			5.01	
	201	1976	920	00	P	1	Program Section			93.75	
	201	1976	921	00	P	1	~~Spec~~			~~123.14~~	TO 929
	201	1976	922	00	P	1	Administrative Services			66.14	
	201	1976	923	00	P	1	Environmental Section			143.66	
	201	1976	926	00	P	1	Structural Foundation			4,287.93	
	201	1976	926	00	N	1	" "			10.68	
	201	1976	927	00	P	1	Free Bridge Design			~~601.24~~	607.54
	201	1976	929	00	P	1	Free Specifications			~~546.61~~	669.75
	201	1976	932	00	P	1	R/W Utility Engineer			24.16	
	201	1976	933	00	P	1	Surfacing Design Engineer			84.09	
	201	1976	937	00	P	1	Hydraulics			1,932.63	
			TOT		P1			31.37	54.40	17,062.44	
			TOT		N1					44.28	
			** JOB TOTALS **					31.37 **	54.40 **	17,106.72 **	
COURTNEY RD-ROTHE RD	CONT NO	* FA PROJ NOS XI 9665004 100									STATE
	203	1901	296	00	N	9				21,324.90CR	
	203	1901	298	00	N	9				21,324.90	
	203	1901	901	00	P	1				11,301.57	
	203	1901	905	00	P	1				4,882.93	
	203	1901	909	00	P	1				2,345.56	
	203	1901	910	00	P	1				388.93	
	203	1901	911	00	P	1				1,751.52	
	203	1901	913	00	P	1				804.73	
	203	1901	913	01	N	1				14.54	
	203	1901	914	00	P	1				731.37	
	203	1901	915	00	P	1				386.04	
	203	1901	920	00	P	1				111.23	
	203	1901	921	00	P	1				1,066.97	
	203	1901	922	00	P	1				5.01	

7297

June 29, 1984

PRO-ACC

Baker County Court
County Courthouse

Attn: Dick Traw
County Road Master
Baker, OR 97814

Subject: Pine Cr. (Deer Cr. Butte Rd.) Br.
Baker County
Project No. BROS-0100(6)

On June 28, 1984, the Highway Division received a satisfactory bid from A&R Construction, Inc., dba LACO Construction Inc., P.O. Box 881, Lewiston, Idaho 83501, for the subject project.

This is a Highway Bridge Replacement (HBR) project, and as per our Agreement 7960. The County is requested to deposit their share of the project cost as computed below.

Contractors Bid	$ 102,732.00
Anticipated Items	1,550.00
SUBTOTAL	104,282.00
Contingencies (4-1/2%)	4,692.69
Engineering (9%)	9,385.38
Total Contract Cost	118,360.07
Less Federal Funds (80%)	94,688.06
County Share (20%)	23,672.01
Counties Share and Advance Deposit	$ 23,700.00

RECIEVED
7-23-84
CK

We will award the contract when we receive your deposit in the amount of $23,700 which should arrive no later than July 20, 1984. You may use one of the three options for payment described in the attachment.

Very Truly Yours,

Gary A. Potter, Manager
Program Section

MKS:me
Attachments ROGER LANG 5
bcc: w/AD #84-77 ~~Phil Stearns~~ - Region 2
Vern Skoog - Please return completed AD #84-77 when advance deposit is received.

9847

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BROS-0100(6)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Baker

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40010

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/6/84

8. FEDERAL ROUTE NUMBER: Non Federal-aid

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Pine Creek (Deer Creek - Butte Road) Bridge #01C834

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6/4/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $130,000 Federal Funds $104,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 5/31/84 that provisions of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE ~~HWY ENGR~~
JUN 11 '84

40010

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/6/84	**8. FEDERAL ROUTE NUMBER** Non Federal-aid	**9. STATE ROUTE NUMBER** County Road

10. GENERAL LOCATION:

Pine Creek (Deer Creek - Butte Road) Bridge #01C834

11. GENERAL DESCRIPTION OF WORK

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12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6/4/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $130,000 Federal Funds $104,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 5/31/84 that provisions of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
JUN 11 '84
REFER TO
Potter
FOR
Info Invest R/D D/R Sign Agt File

Orig to
6/11

14. DATE 6/6/84	**15. SIGNATURE OF APPROVING OFFICIAL** G. K. Hosmer	**16. TITLE** for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Section Pine Cr. (Deer Cr. Butte Rd.) Bridge Programming Estimate $

Highway County Rd. Project Length 0.11 mi.

7847

County BAKER Completion Time 75 cal. days

Kind of Work Grading, Base, Structure Est. Comp. Date Oct. 14, '84

Prefix 201-1976-929 Letting Date June 28, '84 Project No. BROS-0100(6)

RECV'D 5/29/84 @ 11:25 AM -G

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 130,538.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500	
State Furnished		
Roadside Seeding & Mulching	800	$ 1,550.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjusting fencing and gate	250	
Adjust Utilities:		

Subtotal $ 132,088.00

Contingencies (4-1/2%) 5,943.96

Engineering (~~8~~, [✓ 9], ~~10~~%) 11,887.92

~~Subtotal~~ $

Credit for ____________ . . . . . .

Estimated Net Authorization, Construction . . . . $ 149,919.88

APPROVED

____

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Pine Cr. (Deer Cr. Butte Rd.) Bridge		COUNTY BAKER	SHEET 1 OF 2
KIND OF WORK Grading, Base, Structure	KEY NUMBER	LENGTH 0.11 mi. DATE 5/29/84	NAME Bricher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1.	Mobilization		All	All	-	13,000-
2	Temporary Protection and Direction of Traffic		All	All	-	3,750-
3	Temporary Signs		Sq. Ft.	256	6-	1,536-
4	Temporary Barricades		Each	6	70-	420-
5	Temporary Guard Rail, Type 2, Reflectorized		Lin. Ft.	200	7-	1,400-
6	Temporary Delineators		Each	12	18-	216-
	ROADWORK					
7	Earthwork		All	All	-	13,000-
8	Watering		M-Gal.	50	10-	500-
9	Grid-Rolled Aggregate Subbase, 14 inches Thick		Sq. Yd.	1,900	2-	3,800-
10	Grid Roller		Hour	30	50-	1,500-
11	Aggregate Wearing Course, 4 inches Thick		Sq. Yd.	1,800	2^{50}	4,500-
12	24-inch Culvert Pipe		Lin. Ft.	40	40-	1,600-

734-1736 (REV. 2-84)

OREGON STATE HIGHWAY DIVISION

SECTION Pine Cr. (Deer Cr. Butte Rd.) Bridge	C ITY BAKER	SHEET OF 2 2	
KIND OF WORK Grading, Base, Structure	KEY NUMBER	LENGTH 0.11 mi.	DATE 5/9/84
NAME Bricher			

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
13	Guard Rail, Type 2A		Lin. Ft.	100	20-	2,000-
14	Guard Rail, Type 3		Lin. Ft.	100	30-	3,000-
15	Guard Rail Anchors, Type 1		Each	4	300-	1,200-
16	Rail End Pieces, Type C		Each	4	85-	340-
17	Type 1 Fence		Lin. Ft.	130	8-	1,040-
18	Loose Riprap, Class 100		Cu. Yd.	200	30-	6,000-
	STRUCTURE					
19	Bridge Removal Work		All	All	-	4,500-
20	Furnish Pile Driving Equipment		All	All	-	15,000-
21	Furnish HP10 x 42 Steel Piling		Lin. Ft.	296	14-	4,144-
22	Drive Steel Piles		Lin. Ft.	296	2-	592-
23	Pilecaps		All	All	-	5,500-
24	4' x 65'/70' Prestressed Slabs		Each	6	6,000-	36,000-
25	Metal Rail with Tubing		Lin. Ft.	150	40-	6,000-

34-1735 (REV. 2-84)

9547

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 1, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 40010
Project No. BROS-0100(6)
Pine Cr. (Deer Cr. Butte Rd.) Bridge Sec.
County Road
Baker County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on June 28, 1984.

DRH:pf
Attachments

cc: R. D. Hector, Region 5
~~Mike~~ Shultz, w/attach.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Exp

U.S. DEPARTMENT
BUREAU OF

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

5-1-84

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
2		Co. Rd., Approx. 3.5 mi. S.E. of Halfway		80 10 DHV	- - - -	- -	10	Oregon	41

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NAT'L. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.
3	One Bridge								BROS-	0100	(6)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
1	Bridge Replacement (Opt. 20%-Off-System/On-System)	Baker	001

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
- - - -	N	Non	Co. Rd.	- - -

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)
5					PE							
5					ROW							
5					CONST (CODE) X080	(09)	"Pine Cr. (Deer Cr.-Butte Rd.) Bridge Sec."	0.114	130,000	104,000	- - - -	26,000

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	DRH:pf	PROJECT TOTALS	0.114	130,000	104,000		26,000

PROGRAM APPROVAL DATES

REMARKS
Additional Data: Item No. 40010; Projec
No. BROS-0100(3).

Key #01740

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

ON NO.

S.O.

5-1-84

ER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 3.5 mi. S.E. of Halfway	ADT	PRESENT 80 10 DHV	FUTURE - - - -	YEAR - -	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 114	ITEM NO. 40010

F PROPOSED WORK (35 typewriter Bridge	NATL. FOREST	F/A ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): BROS- NUMBER: 0100 SEQ. NO.: (6) I. Projects Only: POST MI. / DESIG.

ERAL FUNDS
Bridge Replacement (Opt. 20%-Off-System/On-System)

N AREA
- - - -

COUNTY NAME: Baker
CODE: 001

ROUTE NO. N
FEDERAL-AID: Non
STATE: Co. Rd.
U.S.: - - -

PROGRAM STAGE
☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
		PE								
		ROW								
		CONST (CODE) X080	(09)	"Pine Cr. (Deer Cr.-Butte Rd.) Bridge Sec."	0.114	130,000	104,000	- - - -	26,000	
EPARED BY DRH:pf				PROJECT TOTALS	0.114	130,000	104,000		26,000	

ROGRAM APPROVAL DATES

Key #01740

REMARKS
Additional Data: Item No. 40010; Project No. BROS-0100(3).

USCOMM DUSCOMM-DC 48909-P61

PINE CR. (DEER CR. BUTTE RD.) BRIDGE SEC.

Remarks continued.

PROJECT DATA: Work under this project consists of 1) construct one reinforced concrete slab span bridge (No. 16690) length 70 feet with 24-foot out to out; 2) construct and remove detour; 3) remove existing bridge; 4) construct approaches requiring grade drain and gravel surface; 5) adjust utilities as required; and 6) incidental common to this type of project.

MAINTENANCE AND ACCOMMODATION OF UTILITIES: A State-County Agreement No. 7960 complying with Section 116, Title 23 USC and Paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 10-5-83.

NOTE: 1) This project is in Congressional District No. 2.

2) Included in the approved bridge replacement inventory (Br. #01C834) list with a sufficiency rating of 19.5.

3) Included in FY '84 6 Year HIP/AE on page 122.

7847

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Pine Cr. (Deer Cr. Butte Rd) Bridge
Highway: County Road
County: Baker
Prefix: 201-1976
Project Manager: J. Schlieski

Date April 6, 1984
Traffic Coefficient •
18 kip EAL's per day •
R Value 10
Frost Penetration 38"±
CBE Total Requirement •

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS*	COMPONENT	CREDIT
4.0"	Aggregate Base, ¾" - 0	4.0"
14.0"	Grid Rolled Agregate Subbase	11.0"
18.0"		15.0"

DETOUR

4.0"	Aggregate Base, ¾" - 0
6.0"	Grid Rolled Aggregate Subbase

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Program Section ✓
Region Federal Aid Specialist

*The thickness shown is adequate for a gravel surfaced roadway.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
APR 9 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

9847

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No

REGION 5 OFFICE

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

April 6, 1984

Rick Traw
Baker County Roadmaster
3525 9th Drive
Baker, Oregon 97814

Dear Rick;

Re: Preliminary Plan and Elevation
Pine Creek (Deer Cr, Butte Rd.) Bridge Section

Enclosed are three copies of drawing numbers 39188 and 39101, which are the preliminary plans for the above subject project. Also, enclosed for your information and records is a copy of the hydraulic and foundation reports.

Our present estimate of costs for the project are as follows:

Roadwork	$46,000
Structure	72,000
Engineering & contingencies	24,000
Total Estimated Cost	$142,000
Estimated County Match @ 20%	$28,400

Please review the data carefully and if found to be acceptable, present the plans to the County Court for signature in the space provided. After the plans have been signed, return two copies to me for further processing.

Your early attention will be appreciated so we may keep on schedule for opening of bid proposals on June 28, 1984.

Sincerely,

Roger C Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/lm
Enc.

cc: W. J. Hart
Gary Potter ✓
J. A. Schlieski

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
APR 9 1984
MAN. ASSIST ______ PROGRAM UNIT ______
REFER TO Shultz
FOR Info

734-1939

784

11

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: March 13, 1984

FROM: Gene M Finley
Gene M. Finley, P.E.
Hydraulic Design Engineer

SUBJECT: Pine Creek Bridge (No. 01C834)
Deer Creek Butte Road
Baker County

up made (kr)

____ Versteeg ________
____ Anderson ________
Cy Adams ________
Cy Macnab ________
____ Edwards ________
____ Turpin ________
1 Trout ________ VA
____ Wakeling ________

RECEIVED
MAR 14 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To ________
Bring Up ____/____/____
Action ________

The proposed project will replace an existing 55-foot long steel pony truss and will be placed on the existing horizontal alignment.

HYDROLOGY

Pine Creek is a west-east tributary to the Snake River and drains an area of approximately 37 square miles above the proposed bridge site. Since no stream gage records are available for Pine Creek, the U.S. Geological Survey regression method was used to determine the recurrence interval vs. peak discharge relationship listed below:

RECURRENCE INTERVAL	PEAK DISCHARGE
100-year	1,540 cfs
50-year	1,400 cfs
25-year	1,250 cfs
10-year	1,070 cfs
5-year	930 cfs

A local property owner identified a highwater mark on the south creek bank 200 ± feet upstream from the bridge site. This highwater mark was determined to be at elevation 2,449.0 feet. At the upstream embankments of the existing bridge, the highwater for this flood is estimated to have been at elevation 2,447.7 feet (MSL). This highwater elevation was estimated to have represented the 50-year flood with a peak discharge of 1,400 cfs.

HYDRAULIC DESIGN

The 25-year flood with a peak discharge of 1,250 cfs and a natural channel highwater elevation of 2,447.2 feet (MSL) was chosen as the design flood.

Mr. Joe Schlieski, Project Manager, has suggested leaving in-place the existing retaining wall next to the easterly bent of the proposed bridge. It is suggested that if this wall is to remain in-place, then the westerly bent should be skewed at the same angle (± 36 degrees). If the retaining wall is removed, then it is suggested that the proposed bridge be skewed at approximately 45 degrees, the estimated skew of Pine Creek.

Two types of waterway openings were investigated: A 55-foot long waterway opening (Figure I) with vertical abutments and a 53.5-foot long waterway opening (Figure II) with a vertical abutment (existing retaining wall) and a normal 1-1/2:1 end slope. Since debris and ice flows are a potential problem on this creek, a structure which clear spans the waterway area is the preferred structure type. The vertical abutment structure best eliminates the flow obstruction created by the southerly abutment of the existing bridge.

The 55-foot, single-span opening has a normal waterway area of 190 square feet below the design highwater elevation of 2,447.2 feet (MSL). Along the upstream embankment, the highwater elevation during the design flood would be 2,447.3 feet, which includes 0.1 foot of backwater. Average velocity through the opening would be 6.4 fps.

The 53.5-foot, single-span opening has a normal waterway area of 180 square feet below the design highwater of 2,447.2 feet (MSL). Along the upstream embankment, the highwater elevation during the design flood would be 2,447.3 feet, which includes 0.1 foot of backwater. Average velocity through the opening would be 6.8 fps.

A temporary detour is proposed just downstream from the proposed bridge site. Assuming that construction would occur between the middle of June through the end of October, a waterway opening through the detour of 12.6 square feet (48" CMP) is suggested.

The following tabulation compares the proposed openings to the existing structure for the 25-year (design flood) and 100-year floods:

	25-YEAR FLOOD (1,250 cfs)			100-YEAR FLOOD (1,540 cfs)		
	55-Foot Opening	53.5-Foot Opening	Existing Bridge	55-Foot Opening	53.5-Foot Opening	Existing Bridge
Design Highwater Elev. (MSL)	2,447.2'	2,447.2'	2,447.2'	2,447.7'	2,447.7'	2,447.7'
Highwater Elev. Along Upstream Embank. Incl. Backwater (MSL)	2,447.3'	2,447.3'	2,447.4'	2,447.9'	2,447.9'	2,448.0'
Normal Area Below Design Highwater	190 ft^2	180 ft^2	170 ft^2	220 ft^2	210 ft^2	190 ft^2
Average Velocity	6.4 fps	6.8 fps	7.3 fps	7.0 fps	7.4 fps	8.1 fps

RIPRAP

It is suggested that fresh fill slopes be protected with an 18-inch thick blanket of Class 100 loose riprap. A filter blanket will not be required.

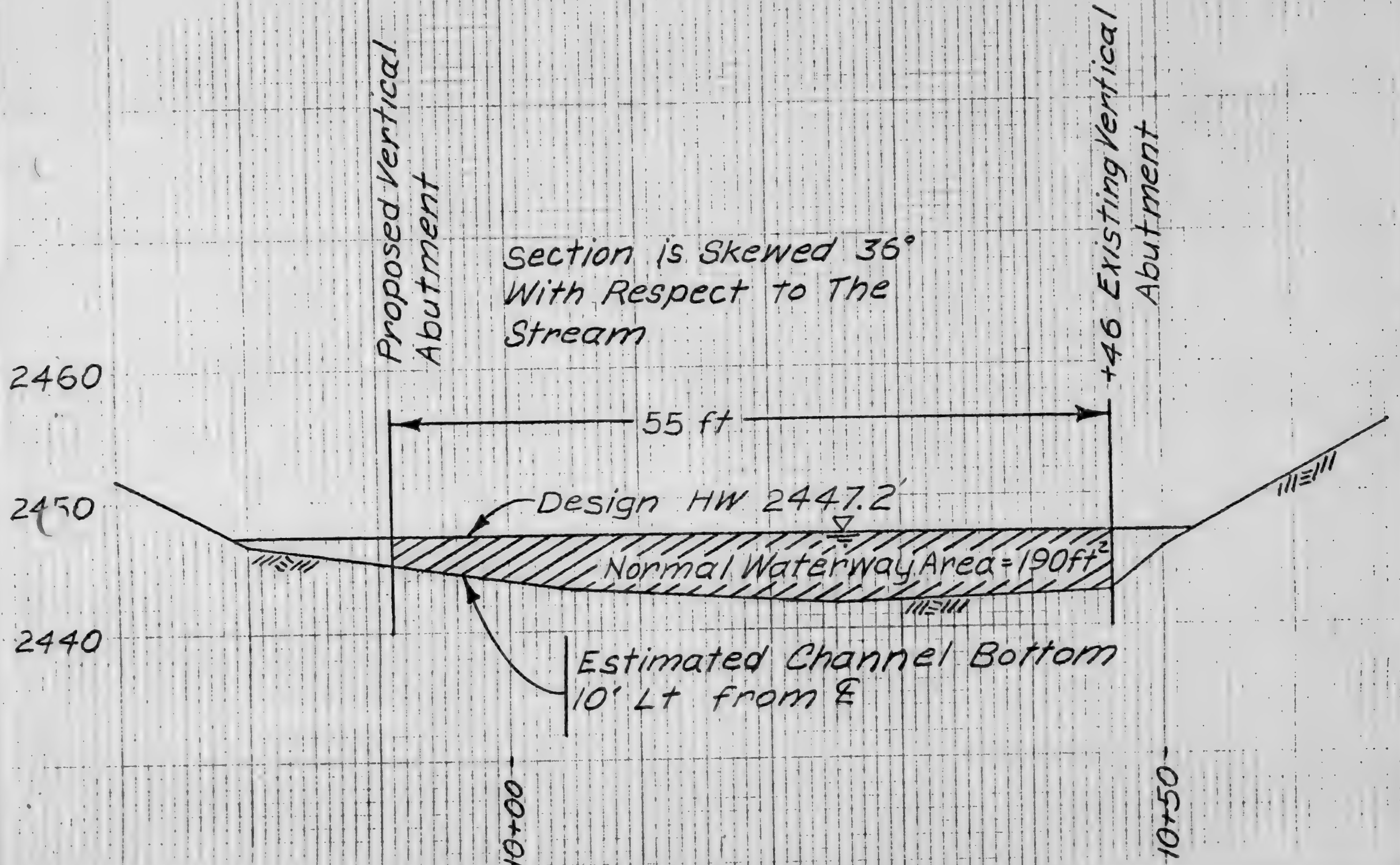
GMF:ge
Attachments

cc w/attachments
Frank Terpin
Walt Hart
Jack Davis
Herb Schell, FHWA
Gary Potter
R. D. Hector
✓ Don Adams

Pine Creek Bridge
Deer Creek Butte Rd.
Baker County

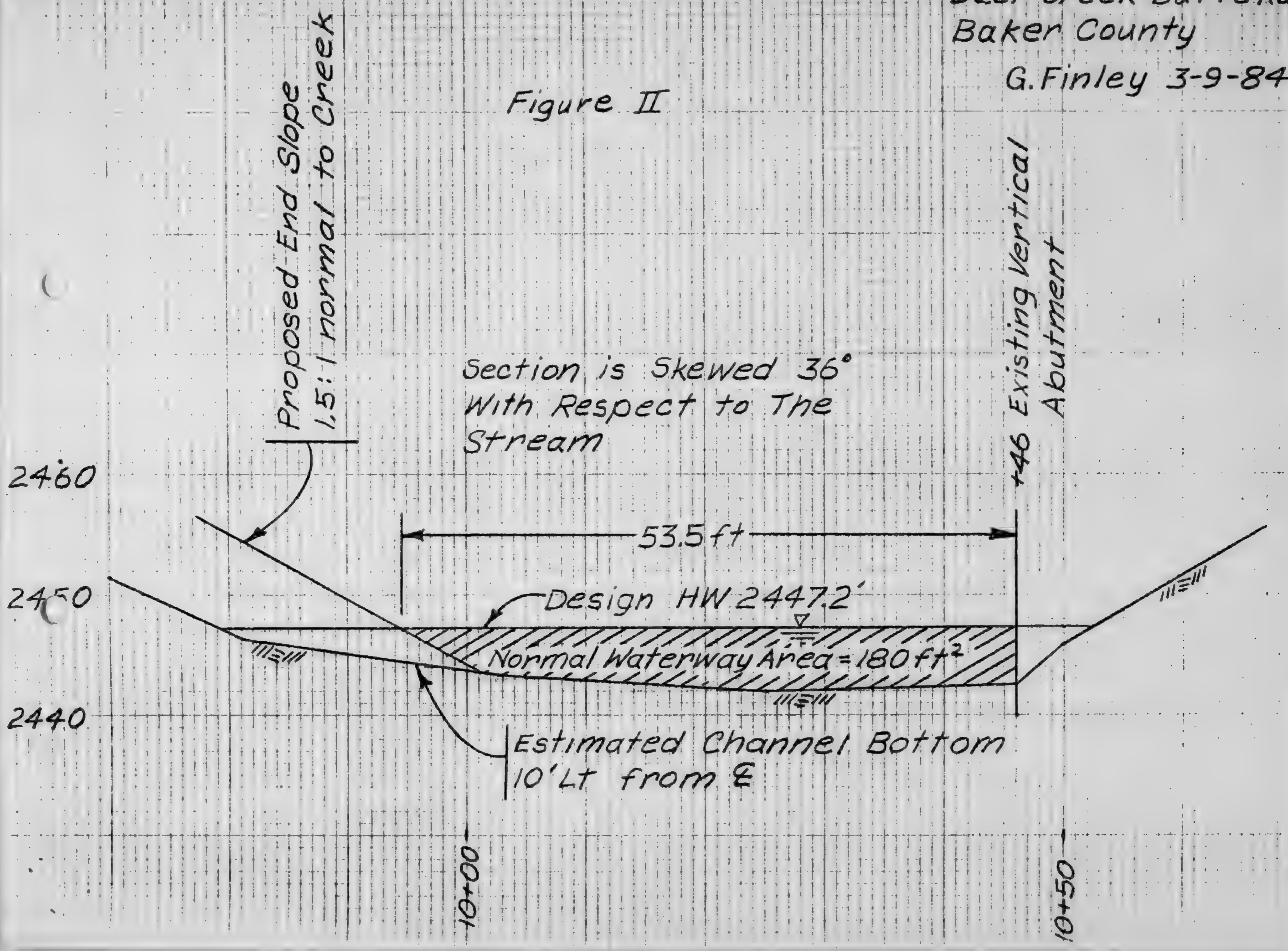
G. Finley 3-9-84

Figure I


Proposed Vertical Abutment
Section is Skewed 36° With Respect to The Stream
+46 Existing Vertical Abutment
2460
2450
2440
55 ft
Design HW 2447.2'
Normal Waterway Area = 190ft²
Estimated Channel Bottom 10' Lt from ℄
10+00
10+50

Pine Creek Bridge
Deer Creek Butte Rd
Baker County
G. Finley 3-9-84

Figure II


Proposed End Slope
1.5:1 normal to Creek
Section is Skewed 36°
With Respect to The
Stream
+46 Existing Vertical
Abutment
53.5 ft
Design HW 2447.2'
Normal Waterway Area = 180 ft²
Estimated Channel Bottom
10' Lt from ℄
2460
2450
2440
10+00
10+50

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM EXPECTED FLOOD	MAXIMUM FLOOD YEAR(?)
Discharge	cfs	1250	1540	1840	1400
	m^3/s				
Frequency — yrs.		25	100	500	50
H.W. Elevation	ft.	2447.2	2447.7	2448.2	2447.5
Natural Channel	m.				
H.W. Elevation	ft.				
Channel Change	m.				
Average	fps	6.8	7.4	8.0	7.2
Velocity	mps				
Headwater	ft.	2447.3	2447.9	2448.4	2447.6
Elevation	m.				
Tailwater	ft.	2447.2	2447.7	2448.2	2447.5
Elevation	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

PINE CREEK BRIDGE (NO. 01C834)
DEER CREEK BUTTE ROAD
BAKER COUNTY

COMPILED BY: GENE M. FINLEY

DATE: MARCH 12,1984

9847

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

2-1-84

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

Attention: County-City Unit

Subject: Federal Aid Project No. BROS-0100(3)

Project Name: Pine Cr. (Deer Creek Butte Road) Bridge # 01C834

Regarding the above refered to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city or county in accordance with said act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe, and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the aboved referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Baker, Oregon, this 1st day of Feb., 1984

~~City~~/County of Baker

Larry L Smith
~~Mayor~~/County Judge/~~chairman~~

Fred W Riger
~~Councilman~~/Commissioner

Ben K Newbury
~~Councilman~~/Commissioner

Certified By: Harold Brainard
Region R/W Supervisor
February 20, 1984

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

9847

November 2, 1983 PRO

Baker County Court
County Courthouse
Attn: Dick Traw
County Roadmaster
Baker, OR 97814

Subject: Pine Creek (Deer Creek Butte Rd.) Br.
Bridge #01C834
Baker County

Dear Mr. Traw,

The Federal Highway Administration has approved the Preliminary Engineering (P.E.) for this bridge replacement project #BROS-0100(3). The County's share of these P.E. costs, and the County's advance deposit will be:

Total P.E. Costs	$ 25,000.00
Federal Share	20,000.00
State Share (Bridge Design)	1,100.00
County's Share	$ 3,900.00

Please make your advance deposit in the amount of $3,900.00 and send it in according to one of the three methods on the attached sheet.

Sincerely,

Gary A. Potter, Manager
Program Section

HR:bkb
Attachment
bcc: w/AD 83-99

Roger Lang, Region 5
Vern Skoog - Please return completed AD 83-99 when advance deposit is received.

1247

N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Baker

SEE INSTRUCTIONS ON REVERSE

SECTION Pine Creek (Deer Creek Butte Road) Bridge	KEY ID#
	REGION 5

Co Rd SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 201-1976	DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 7,000	$ 7,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		1,000	938 REGION ENVIRONMENT	200	200
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING	0	
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE	0	
912 LANDSCAPE			926 FOUNDATION	6,000	6,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN		4,000	929 Free BR Specs		1,500
914 REGION UTIL-ITY LIAISON	200	200	932 RAILROAD & UTILITIES		100			

RIGHT-OF-WAY PREFIX	TOTALS $	$ 25,000
	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER BROS-0100(3)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

This project 100% local match.
County requests free bridge design/specifications as stipulated by Oregon Revised Statutes.

1 Versteeg ✓
Anderson
2 Adams
Liecnab
3 Stoudenmayer
Terpin
4 Trout
Wakarlig
5 Molly

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

Approved by Reg Engr 7-5

PREPARED BY (field)	DATE 8/12/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/3/83
RECOMMENDED, REGION ENGINEER X	DATE 8-12-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE -17-5
RECOMMENDED, LOCATION ENGINEER X	DATE 9/27/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-19-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Pine Creek (Deer Cr. Butte Rd.) Bridge (01C834)			KEY ID # REGION 5
STATE HIGHWAY # N/A	HIGHWAY NAME County Road	MILE POST FROM TO	LENGTH 0.1 mi ±
☐ URBAN ☒ RURAL	CITY	COUNTY Baker	ROAD/STREET NAME Deer Creek Butte Road
ROUTE # N/A	FEDERAL AID # OFF SYSTEM	APPLICANT (IF OTHER THAN STATE) Baker County	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 25 ~~10~~
RIGHT OF WAY		$ 5
ROADWAY	$ 10	
STRUCTURES	$ 78	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 6	
	$	
40% ENGINEERING & CONTINGENCIES	$ 36	
TOTAL CONSTRUCTION		$ 130 ~~124~~
TOTAL ESTIMATE		$ 160 ~~147~~

PROJECT DATA		
GRADING	(✓)	X
PAVING	(✓)	
STRUCTURES	(✓)	X
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY		
FILES	(#)	
ACRES	(#)	[illegible]
RELOCATIONS	(#)	
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	C

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 84	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	35-80	
YEAR OF AVERAGE DAILY TRAFFIC	est. 1983	

DEFINE THE PROBLEM

Existing structure has exceeded expected design life and is failing. Reduced weight limitations in effect. Structure appears on National Inventory of deficient bridges, SR of 19.5.

PROPOSED SOLUTION

Construct prestressed reinforced concrete bridge, widen roadway as required to meet new structure.

REQUESTED, REGION ENGINEER X	DATE 8-15-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION

Pine Creek (Deer Creek Butte Road) Bridge

REGION

5

PROJECT JUSTIFICATION

This structure has been a long standing priority of the County. The structure is incapable of supporting legal loads causing the County increased overhead in moving materials for roadway maintenance from their source about 1 mile east of Pine Creek.

The project will require construction of a detour in order to maintain service to area residents and allow access to the material source. Materials for the detour and surfacing should be available from said material source.

This structure is shown in the National Inventory of deficient structures and is included in the FY 1984 HBR OFF SYSTEM Program. The project is consistent with the County's bridge replacement program.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont.

PROJECT PROSPECTUS
PART 2 PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION Pine Creek (Deer Creek Butte Rd.) Bridge	REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	A	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	A	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S ~~N~~	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

UTILITIES	(LIST BELOW)
COMPANIES Pine Telephone Co.	

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED 35	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							12	×	12							
							12		12							

PROPOSED (MINOR WIDENING AT BRIDGE)

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	65	24	78,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date [illegible]

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Pine Creek (Deer Cr.Butte Rd.) Bridge (01C834)

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of less than one acre of right-of-way for a temporary detour in order to maintain service to area residents and allow access to the construction-related material source.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Adjacent land is devoted to agricultural activities. The bridge replacement would allow more efficient use of these lands in that much of today's modern farm equipment is unable to use the existing structure. The project is consistent with the County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Minimal. Some minor increase in agricultural related movements. Improved safety would be the major ingredient in the bridge replacement, as the existing structure is narrow, deteriorated, and incapable of supporting legal loads.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Little or no adverse impact as no in-stream construction is anticipated. However, some channel work may be necessary.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. Bridge is a steel pony truss with wood deck constructed in 1913. A preliminary determination has been made that it is not eligible for the National Register.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☑ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

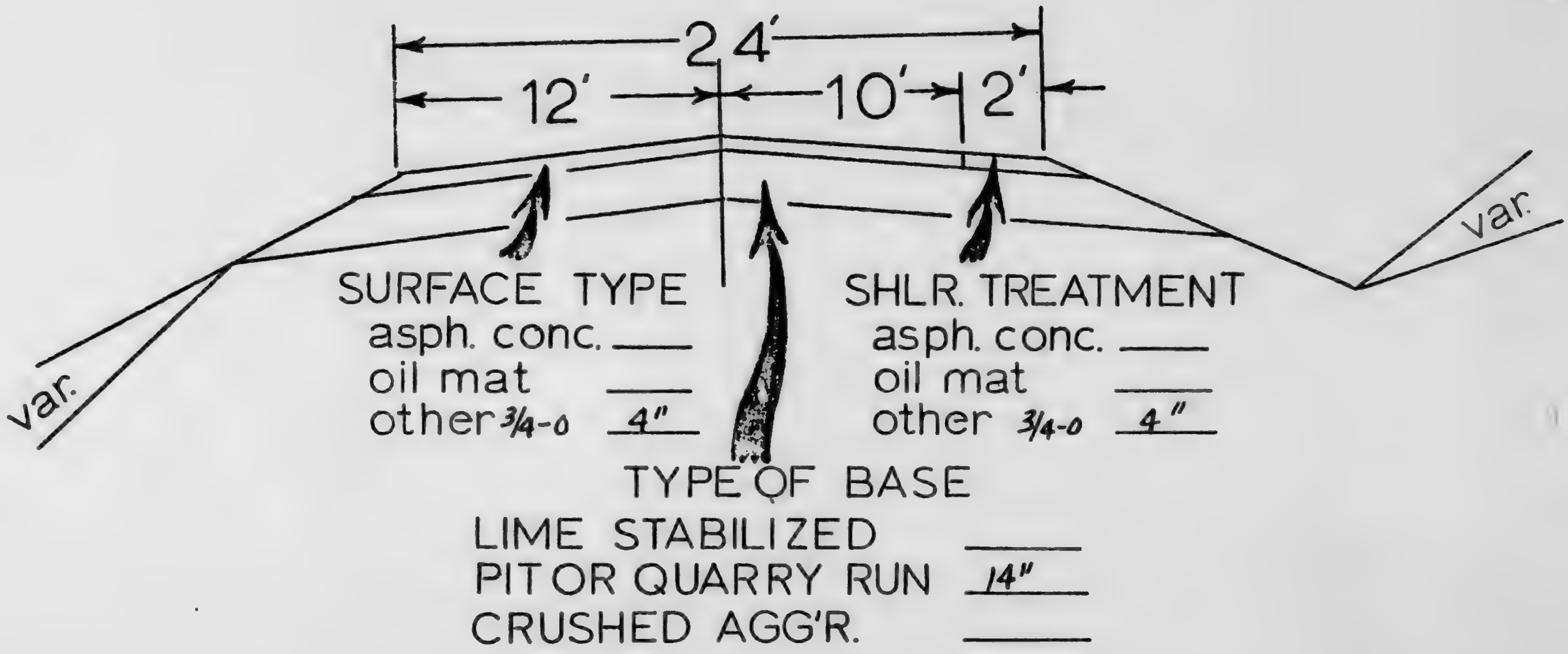
The proposed project is a bridge replacement requiring only a temporary construction easement of less than one acre for a detour. No other adverse human or physical impacts.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston John Preston	963-3177	September 21, 1983

[illegible] (7-80)

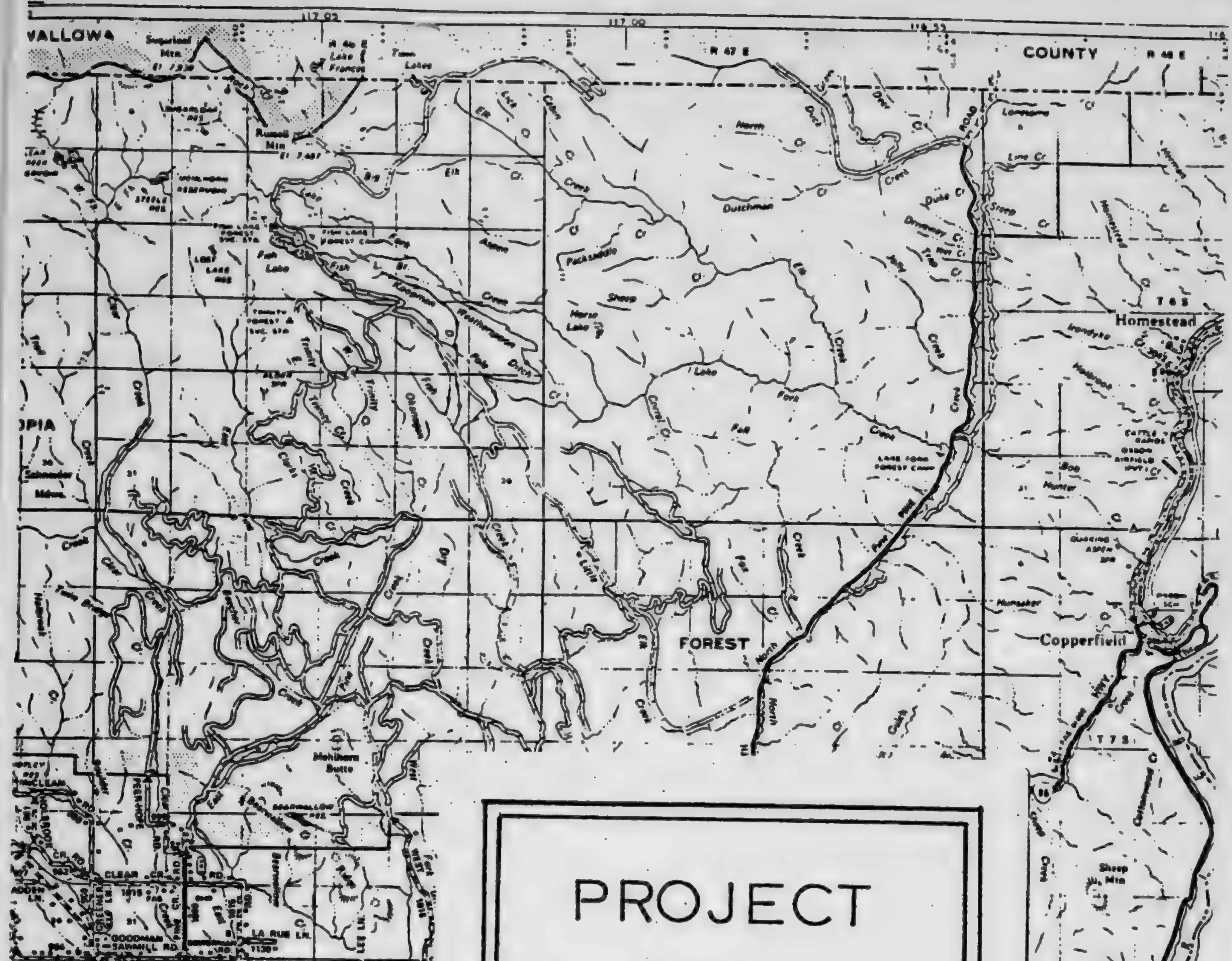
PROPOSED
TYPICAL SECTION
(BRIDGE CONNECTION)



SURFACE TYPE
asph. conc. ____
oil mat ____
other 3/4-0 4"

SHLR. TREATMENT
asph. conc. ____
oil mat ____
other 3/4-0 4"

TYPE OF BASE
LIME STABILIZED ____
PIT OR QUARRY RUN 14"
CRUSHED AGG'R. ____


WALLOWA
COUNTY
R 47 E
R 48 E
Russell Mtn
Fish Lake
Horse Lake
Dutchman
Packsaddle
T 6 S
Homestead
FOREST
Copperfield
T 7 S
Sheep Mtn
Mehlhorn Butte
PROJECT
CLEAR CR. RD.
GOODMAN SAWMILL RD.
LA RUE LN.
Jimtown
SUNNY DELL RD.
ESTES HILL RD.
HALFWAY
Pop. 344
MOODY LN.
Hooker Flat
BAKER
NORRIS RD.
Pine
VALLEY
DEER CR. CUTTE RD.
HALFWAY WATER SYSTEM RD.
T 8 S
Oregon Island
Eagle Island
Black Canyon
Summit
ADAMS
A
P.N.F.
COUNTY
D
ARRANGEMENT OF SHEE

4-47

mlg

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0100(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Baker

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

10-17-83

4. PROGRAM NO.

5. ITEM NO. 40010

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-19-83

8. FEDERAL ROUTE NUMBER Non-Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

PINE CREEK (DEER CREEK BUTTE ROAD) BRIDGE SECTION #01C834

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

str.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* including archeological salvage and utility preparatory work TEC $25,000; FF $20,000

13. REMARKS

As requested by Mr. Swan's PEA dated October 5, 1983. Project subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 25 '83
REFER TO Potter
FOR
Info | Inv | R/D | D/R | Sign | Act | File

Orig. to 10/25

14. DATE 10-19-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1

October 7, 1983

Baker County Court
Courthouse
Baker, OR 97814

AGR 4

Attention: Julia Wood
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for a bridge replacement project on the Pine Creek (Deer Creek Butte Road) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Att.

bc: Gary Potter (agree. att.)

9847

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. N	ROUTE NO. STATE
Co. Rd., Approx. 3.5 mi. S.E. of Halfway "Pine Cr. (Deer Cr. Butte Rd.) Br. Sec."	117	40010	BROS-0100(3)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

County Baker Code 001

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ______

Dist. 13 Cl. Ho. ..... Exempt X Date Approved ______ No Reply ___

Project Environmental Action ~~Assessment~~: FHWA Concurrence Dated 9-21-83

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2.

(2) Structure No. 01C834

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 25,000.00
FF	$ 20,000.00
STATE	$ 1,100.00
Co.	$ 3,900.00

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS:

1) Enclosed is a copy of Authority for Survey & project maps.
2) Included in approved bridge replacement inventory with a sufficiency rating of 19.5.

CL:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-5-83	D.E. SWAN	PROJECT UNIT ENGINEER

9247

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

September 29, 1983

The Honorable Larry Smith
Judge, Baker County Court
Courthouse
3rd & Court Streets
Baker, Oregon 97814

Re: Project Classification
Pine Creek (Deer Cr.Butte Rd.) Bridge Section
HBR Off-System Project

Dear Judge Smith:

In accordance with the terms of the Highway Bridge Replacement Working Agreement and the Oregon Action Plan for Transportation, your agency is responsible for Citizen Involvement, Environmental and Public Hearings, if required.

Enclosed is a copy of Project Environmental Classification showing Federal Highway concurrence of Class II, Categorical Exclusion for the above subject project, which calls for minimal or no action.

Please file and retain this document in your permanent job file. Do not hesitate to call me if you have any questions.

Roger C Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/lm

Enc.

cc: D. E. Swan ✓
J. A. Schlieski

9847

T

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. ENV 3

September 13, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Project Classification
Pine Creek (Deer Creek Butte Rd.) Br.
County Road
Baker County
BROS-0100(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
September 23, 1983

CMG:lm

Attachments (4)

CONCURRED
for 9/21/83
Division Administrator Date
FHWA OREGON DIVISION

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
Bob Hector
John Preston
Vernal Moore
Clayten Ansel
Don Keyes

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Pine Creek (Deer Cr.Butte Rd.) Bridge (01C834)

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of less than one acre of right-of-way for a temporary detour in order to maintain service to area residents and allow access to the construction-related material source.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Adjacent land is devoted to agricultural activities. The bridge replacement would allow more efficient use of these lands in that much of today's modern farm equipment is unable to use the existing structure. The project is consistent with the County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Minimal. Some minor increase in agricultural related movements. Improved safety would be the major ingredient in the bridge replacement, as the existing structure is narrow, deteriorated, and incapable of supporting legal loads.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Little or no adverse impact as no in-stream construction is anticipated. However, some channel work may be necessary.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. Bridge is a steel pony truss with wood deck constructed in 1913. A preliminary determination has been made that it is not eligible for the National Register.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

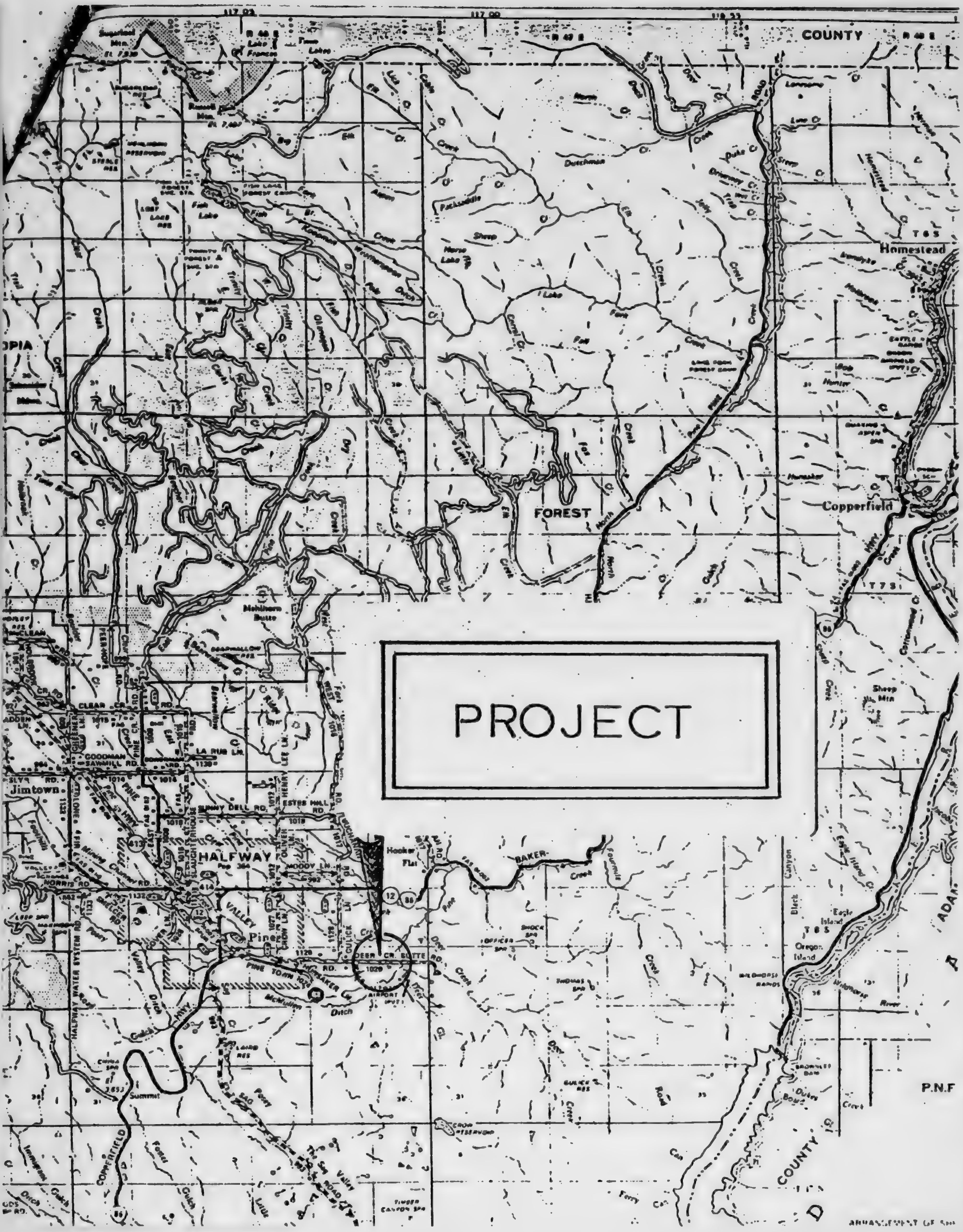
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement requiring only a temporary construction easement of less than one acre for a detour. No other adverse human or physical impacts.

OTHER DOCUMENTATION

PREPARED BY x John Preston John Preston	**TELEPHONE NUMBER** 963-3177	**FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE** September 21, 1983


COUNTY
Homestead
T 8 S
Russell Mtn.
Fish Lake
Dutchman
Packsaddle Cr.
Horse Lake
Sheep
OPIA
FOREST
Copperfield
T 7 S
Nahihorn Butte
Sheep Mtn
PROJECT
CLEAR CR. RD.
GOODMAN SAWMILL RD.
LA RUE LN.
Jimtown
SUNNY DELL RD.
ESTES HILL RD.
HALFWAY
Pop 366
NORRIS RD.
Hooker Flat
BAKER
VALLEY
Pine
DEER CR. BUTTE RD.
PINE TOWN RD.
McMullen Ditch
AIRPORT
Black Canyon
Eagle Island
T 8 S
Oregon Island
Summit
COPPERFIELD
P.N.F
COUNTY
D
ADAMS

OREGON DEPARTMENT OF TRANSPORTATION

9247

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

[illegible]

SEE INSTRUCTIONS ON REVERSE

SECTION Pine Creek (Deer Cr. Butte Rd.) Bridge (01C834)		KEY ID #	REGION 5
STATE HIGHWAY # N/A	HIGHWAY NAME County Road	MILE POST FROM TO	LENGTH 0.1 mi ±
☐ URBAN ☒ RURAL	CITY	COUNTY Baker	ROAD/STREET NAME Deer Creek Butte Road
ROUTE # N/A	FEDERAL AID # OFF SYSTEM	APPLICANT (IF OTHER THAN STATE) Baker County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 18	GRADING (✓)	X	FILES (#)	
RIGHT OF WAY		$ 5	PAVING (✓)		ACRES (#)	0.2±
ROADWAY	$ 10		STRUCTURES (✓)	X	RELOCATIONS (#)	
STRUCTURES	$ 78		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	C
40% ENGINEERING & CONTINGENCIES	$ 36		DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 124	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 147				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 84	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	35-80	
YEAR OF AVERAGE DAILY TRAFFIC	est. 1983	

DEFINE THE PROBLEM

Existing structure has exceeded expected design life and if failing. Reduced weight limitations in effect. Structure appears on National Inventory of deficient bridges, SR of 19.5.

PROPOSED SOLUTION

Construct prestressed reinforced concrete bridge, widen roadway as required to meet new structure.

REQUESTED, REGION ENGINEER X	DATE 8-15-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 7-5-83	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & **PROPOSED** Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Pine Creek (Deer Creek Butte Road) Bridge

REGION
5

PROJECT JUSTIFICATION

This structure has been a long standing priority of the County. The structure is incapable of supporting legal loads causing the County increased overhead in moving materials for roadway maintenance from their source about 1 mile east of Pine Creek.

The project will require construction of a detour in order to maintain service to area residents and allow access to the material source. Materials for the detour and surfacing should be available from said material source.

This structure is shown in the National Inventory of deficient structures and is included in the FY 1984 HBR OFF SYSTEM Program. The project is consistent with the County's bridge replacement program.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Pine Creek (Deer Creek Butte Rd.) Bridge

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	A	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	A	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)		NEW (#)	

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

UTILITIES		(LIST BELOW)	

COMPANIES
Pine Telephone Co.

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED 35

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							12	x	12							
							12		12							

PROPOSED (MINOR WIDENING AT BRIDGE)

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	65	24	78,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Pine Creek (Deer Creek Butte Road) Bridge

REGION: 5

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 7,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT	200	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	0	
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE	0	
912 LANDSCAPE			926 FOUNDATION	6,000		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	200		932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

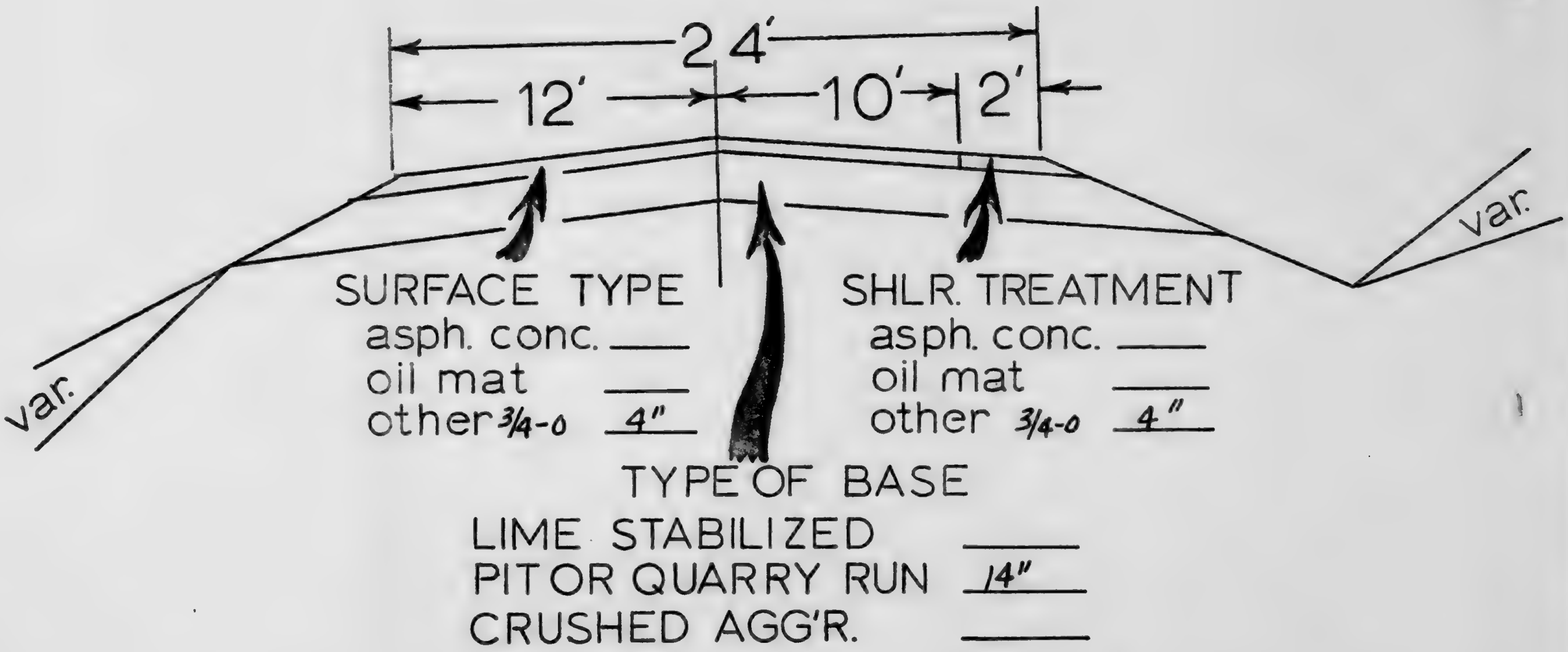
LOCATION ENGINEER'S REMARKS

This project 100% local match.
County requests free bridge design/specifications as stipulated by Oregon Revised Statutes.

PREPARED BY (field) Logan C Lang	DATE 8/12/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 8-15-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROPOSED
TYPICAL SECTION
(BRIDGE CONNECTION)



SURFACE TYPE
asph. conc. ____
oil mat ____
other 3/4-0 4"

SHLR. TREATMENT
asph. conc. ____
oil mat ____
other 3/4-0 4"

TYPE OF BASE
LIME STABILIZED ____
PIT OR QUARRY RUN 14"
CRUSHED AGG'R. ____

9847

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Operation Programming Engineer

DATE: August 12, 1983

SUBJECT: HBR Project Requests
Project Prospectus, Part 1, 2 and 4

Enclosed are Federal Aid Project Requests submitted by Baker County and Project Prospectus, parts 1, 2 and 4 prepared by this office for the following structures:

BRIDGE	HIGHWAY	ROAD NAME	BRIDGE NUMBER
Pine Cr.	County Rd.	Deer Cr. Butte (aka Dead Cow Butte)	01C834
Powder Rv.	County Rd.	Beaver Cr.	01C202
Powder Rv.	*County Rd.	McCarty	01C007

*Note: County identified this structure for replacement.
Bridge Selection Committee inadvertently showed Br. No. 01C208)

Part 3, Project Environmental Classification is in the process of being compiled for each of the structures and will be forwarded upon completion.

Please take the necessary action to place these projects in line for drafting of the required agreements.

Roger C. Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/vt
Enc.
cc: The Hon. Larry Smith
Rick Traw
J. A. Schlieski
Harold Brainerd
John Preston

8-18
COPIES TO
LOCATION
FED AID

PROJECT UNIT
Tindall
K ✓

9847

FEDERAL AID PROJECT REQUEST

Date 8-2-83

Applicant Agency Baker County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR OS

Federal Aid Route No. N/A Route Name Deer Cr. Butte Rd. (aka Dead Cow Butte Rd.)

Project Name Pine Cr. (Deer Cr. Butte Road) Br. Sec.

Project Length ____ Project Location (Attach sketch map)

Project Description Remove existing structure, construct prestresses reinforced concrete slab sban structure

Average Daily Traffic 35 - 80 (est.) Design Speed 35

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 Travel Lanes 2 Shoulders ____

Medians No Parking ____

Sidewalks No

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 24 Travel Lanes 2 Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway Remote rural location does not warrant cost

Remarks Retain gravel surface

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No XX

3. Will additional right-of-way be needed? Yes XX No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes XX No ____
Remarks Constrcution easement for detour. County will attempt to obtain donation R/W. Will request reimbursement if unsuccessfull.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NONE

2. Proposed Signalization:

Location NONE

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Pine Cr. (Deer Cr. Butte Rd.) Br. No. 01C834

Type Steel Truss, Wood deck

Approach Roadway Width Shoulder Width

Length 58 Width 16

To remain in place?

2. Proposed Structure:

Location Pine Cr. (Deer Cr. Butte Rd.)

Approximate Size: Length 65 Width 24

* Are sidewalk/bikeways desired: NO

Are any utilities to be attached to structure? Yes - Brackets for Telephone cable

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Yes - channel work should be done

Remarks County requests 24' wide structure for this low volume road. Salvage structure for county.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes________ No________

   Name of Railroad________

   Existing Crossing Protection________

2. Will existing railroad crossing be altered?________

   Remarks________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement Hon. Larry Smith, County Judge
   " Office
2. Environmental " " " " "
   Office
3. Public Hearing " " " " "
   Office

Remarks________

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant________ State XX Consultant________

* Contacted Roadmaster, item inadvertently omitted

2. Project construction engineering to be performed by:

Applicant________ State XX Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes XX No________

If "yes," describe briefly: County will attempt to obtain donation R/W

4. Applicant's estimate of cost for requested project: 65x24

Roadway Work	$ 10,000.00
Right-of-way costs (if participating)	5,000.00
Traffic control	
Illumination	
Structures	78,000.00
Railroad	
Other 40% Engr. & Conting	37,200.00
Preliminary engineering	17,800.00
PROJECT TOTAL	$ 148,000.00

Remarks County request free bridge design/Specification as defined by Oregn Revised Statute. County requests August Letting.

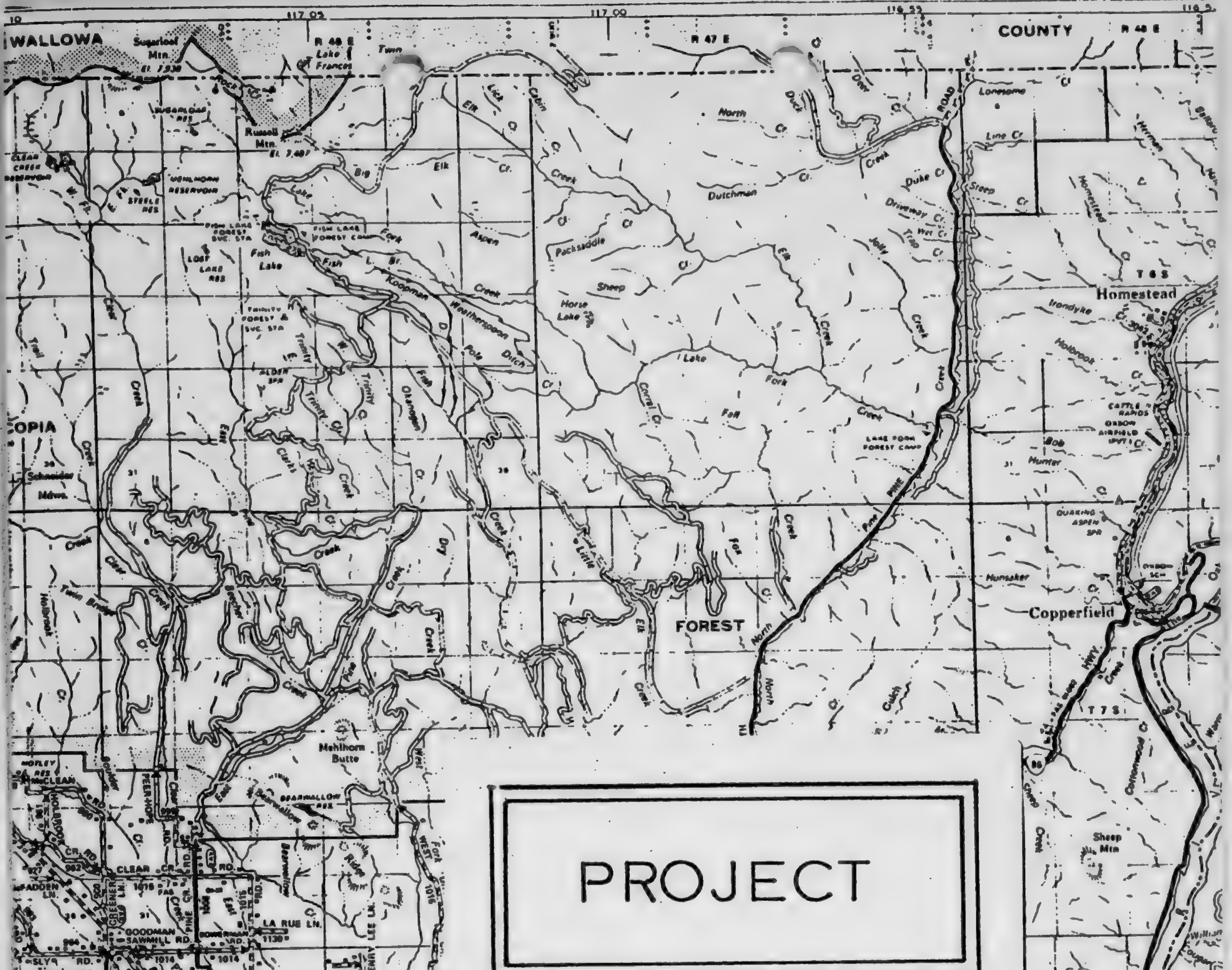
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Baker COUNTY

By________ By Larry L Smith

By________ By Fred W [illegible]

By Bu K Dunleavy


PROJECT
WALLOWA
COUNTY
117 05
117 00
116 55
R 46 E
R 47 E
R 48 E
Sugarloaf Mtn.
Russell Mtn.
Lake Frances
Twin
Fish Lake
Big
Elk
Cr.
Creek
North
Duck
Deer
Dutchman
Duke Cr.
Driveway Cr.
Packsaddle
Sheep
Horse Lake
Aspen
Koopman
Weatherspoon
Pole Ditch
Trinity
Fish Lake Forest Camp
Lake Fork Forest Camp
Lake
Fork
Fall
Corral Cr.
Lonesome
Lime Cr.
Steep
Homestead
Homestead
Irondyke
Holbrook
Cattle Rapids
Oxbow Airfield
Bob
Hunter
Quaking Aspen Spr.
Hunsaker
Oxbow
Copperfield
T 6 S
T 7 S
T 8 S
FOREST
COPIA
Schneider Mdws.
Twin Bridges
Holbrook
Clear Creek
Mehlhorn Butte
Sparrowlark Res
McClean
Clear Cr. Rd.
Goodman Sawmill Rd.
La Rue Ln.
Sunny Dell Rd.
Estes Hill Rd.
Jimtown
Pine
Hwy
HALFWAY
Pop 364
Moody Ln.
Norris Rd.
Valley
Pine
Pine Town
Deer Cr. Butte Rd.
Hooker Flat
Baker
Creek
Fourmile
Black Canyon
Eagle Island
Oregon Island
Wildhorse Rapids
Wildhorse
River
Brownlee Dam
Dukes Board
Creek
P.N.F.
ADAMS
COUNTY
Sheep Mtn
Cottonwood
Halfway Water System Rd.
Gulch
McMullen Ditch
Airport
Summit
Laird Res
China Spr
Copperfield
Foster
Gulch
Immigrant Gulch
Crow Reservoir
The Sag Valley Road
Timber Canyon Spr
Tarpan Spr
Gulick Res
Thomas Spr
Shock Spr
Officer Spr
Road
Ferry Can
Can
86
12
413
414
1020
D
A
ARRANGEMENT OF SHEETS

1984 Bethel Cr.-Stonecipher Rd. 9848
Sec, Oregon Coast Hwy. N. Port
Orford. (Gr, pav.)

9848

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 12-323
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

12-31-86

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

State: Oregon
County: Coos & Curry
Project Number: F-2-1(21)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 20, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,356,890	$ 1,305,840
Federal funds	$ 1,196,098	$ 1,151,097
Other revisions		

This modification is made for the following reasons:

To release 010 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of DEC, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 5, 1986

Federal Aid Project No. F-2-1(21)

Bethel Creek-Stonecipher Road Section
Oregon Coast Highway
Coos and Curry Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Passing Bays (Sta. 627+00 to Sta. 655+00)(Sta. 758+00 to Sta. 789+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$ 3.40	20,751	$ 70,553.40	13,365	$ 45,441.00
Portland Cement in CTB Mixture	86.00	825	70,950.00	756	65,016.00
Type 2 Fence	1.35	13,760	18,576.00	9,512	12,841.20
			$160,079.40		$123,298.20

Decrease	$ 36,781.20
Subtotal from estimate of Sept. 16, 1985	1,179,904.59
Subtotal	$1,143,123.39
Engineering	162,716.61
Total	$1,305,840.00

Length of Project	0.0 mi.
Federal Funds (88.15%)	$1,151,097.00
State Funds	154,743.00
Total	$1,305,840.00

Group 1: 100%
Contract No. 9848
Prefix: 6-1950; C09848
Coos County: 21%
Curry County: 79%
Appn Code 010
RLC:bkb

[illegible]18

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-80		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Coos & Curry
MODIFICATION NUMBER 1		Project Number F-2-1(21)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 20, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,189,922	$ 1,357,890
Federal funds	$ 1,048,916	$ 1,196,098
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost and engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 16, 1985

FEDERAL AID PROJECT NO. F-2-1(21)

Bethel Creek - Stonecipher Road Section
Oregon Coast Highway
Coos and Curry Counties

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
Passing Bays (Sta. 627+00 to Sta. 655+00)(Sta. 758+00 to Sta. 789+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Pilot Car	$ 30.00	200	$ 6,000.00	466.5	$ 13,995.00
Ditch Excavation	5.00	237	1,185.00	578.17	2,890.85
Aggregate Shoulders	7.30	4,000	29,200.00	6,332.77	46,229.22
Cement Treated Base Mixture	10.60	16,500	174,900.00	17,406.565	184,509.59
Class C Asphalt Concrete Mixture	15.00	15,500	232,500.00	17,702.215	265,533.23
12-inch Culvert Pipe	12.00	498	5,976.00	578	6,936.00
24-inch Culvert Pipe	30.00	80	2,400.00	275.5	8,265.00
Bi-Directional Yellow Type I Markers	6.00	182	1,092.00	550	3,300.00
Seeding, Fertilizing, and Mulching	850.00	2	1,700.00	6.010	5,108.50
Cat. 225 Backhoe (P.A. #3A)	84.90			37.5	3,183.75
Dump Truck (10 cy) (P.A. #3B)	53.24			100	5,324.00
Rock (PA #3C)	7.85			450.8	3,538.78
Furnish and Install 8" perforated pipe (P.A. #4A)	20.46			450	9,207.00
Embankment in Place (P.A. #5A)	4.40			1,883.7	8,288.28
Drainage Curbs (P.A. #6B)	1.93			610	1,177.30
Asphalt Escalation June (Adjustment #1)	1,906.02			100	1,906.02
Asphalt Escalation July (Adjustment #2A)	7,756.47			100	7,756.47
			$454,953.00		$577,148.99

Increase	$ 122,195.99
Subtotal from Estimate of July 17, 1984	1,057,708.60
Subtotal	$1,179,904.59
Engineering	176,985.41
Total	$1,356,890.00

Length of Project ----------------- 0.0 mi.

Federal Funds (88.15%)	$1,196,098.00
State Funds	160,792.00
TOTAL	$1,357,890.00

Group 1: 100%
Contract No. 9848
Prefix: 6-1950; C09848
Coos County: 21%
Curry County: 79%

RLC:me

9545

TO BE COMPLETED BY FHWA 7-186	US Department of Transportation **Federal Highway Administration** **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY COOS/CURRY PROJECT NO. F-2-1(21)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

South 7.1 mi. on US 101 beginning 0.9 mi. north of the Curry County Line.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-6-84	0.0
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,189,922.00	$ 1,048,916.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By

Manager, Program Section
(Title)
By FOR: H. S. Coulter

State Highway Engineer
(Title)
By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JUL 26 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon July 17, 1984

Federal-Aid Project No. F-2-1(21)

Bethel Creek-Stonecipher Road Section
Oregon Coast Highway
Coos and Curry Counties

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Passing Bays (Sta. 627+00 to Sta. 655+00)(Sta. 758+00 to Sta. 789+00)
(Sta. 568+00 to Sta. 544+00)

Furnishing Field Laboratory	Each	1	2,500.00	$ 2,500.00
Mobilization	Lump Sum	All	Lump Sum	80,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	15,000.00
Temporary Signs	Sq. Ft.	482	5.00	2,410.00
Temporary Barricades	Each	6	60.00	360.00
Temporary Plastic Safety Markers	Each	80	45.00	3,600.00
Flaggers	Hour	2,000	10.00	20,000.00
Pilot Car	Hour	200	30.00	6,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	38,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	2,500.00
Ditch Excavation	Cu. Yd.	237	5.00	1,185.00
General Excavation	Cu. Yd.	20,751	~~4.30~~ 3.40	70,553.40
Trench Excavation	Cu. Yd.	341	15.00	5,115.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	12,000.00
Watering	M-Gal.	100	10.00	1,000.00
Aggregate Shoulders	Ton	4,000	7.30	29,200.00
Cement Treated Base Mixture	Ton	16,500	10.60	174,900.00
Portland Cement in CTB Mixture	Ton	825	86.00	70,950.00
Class "C" Asphalt Concrete Mixture	Ton	15,500	15.00	232,500.00
Asphalt Cement in Mixture	Ton	930	195.00	181,350.00
Hydrated Lime in Mixture	Ton	185	1.00	185.00
Asphalt in Tack Coat	Ton	15	200.00	3,000.00
12-inch Culvert Pipe	Lin. Ft.	498	12.00	5,976.00
18-inch Culvert Pipe	Lin. Ft.	326	15.00	4,890.00
24-inch Culvert Pipe	Lin. Ft.	80	30.00	2,400.00
36-inch Culvert Pipe	Lin. Ft.	26	33.00	858.00
60-inch Culvert Pipe	Lin. Ft.	86	75.00	6,450.00
Extra for Pipe Under Pavement	Lin. Ft.	27	25.00	675.00

Guard Rail, Type 2A	Lin. Ft.	2,525	10.60	26,765.00
Guard Rail Anchors, Type 1	Each	10	260.00	2,600.00
Guard Rail Anchors, Type 1 Modified	Each	4	210.00	840.00
Rail End Pieces, Type B	Each	1	35.00	35.00
Rail End Pieces, Type C	Each	12	70.00	840.00
Type 2 Fence	Lin. Ft.	13,760	1.35	18,576.00
16' Single Gates	Each	3	150.00	450.00
CL4R Chain Link Fence	Lin. Ft.	502	5.60	2,811.20
18'X48" Chain Link Single Gates	Each	1	350.00	350.00
Extra for Asphalt Approaches	Each	52	200.00	10,400.00
Delineators, Type 2	Each	80	20.00	1,600.00
Delineators, Type 4	Each	10	12.00	120.00
Mono-Directional Crystal Type 1 Markers	Each	143	6.00	858.00
Bi-Direction Yellow Type 1 Markers	Each	182	6.00	1,092.00
Seeding Fertilizing and Mulching	Acre	2	850.00	1,700.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	300.00
Wood Sign Posts	Lump Sum	All	Lump Sum	3,500.00
Type "C" and "D" Signs in Place	Sq. Ft.	356	6.50	2,314.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	200.00
				$ 1,048,908.60

Anticipated Items

Permanent Pavement Striping	All Required	$ 5,000.00
Temporary Pavement Striping	All Required	2,800.00
Temporary Erosion Control	All Required	1,000.00
		$ 8,800.00
	Subtotal	$ 1,057,708.60
	Engineering	132,213.40
	Total	$ 1,189,922.00

Length of Project	0.0 mile
Federal Funds (88.15%)	$ 1,048,916.00
State Funds	141,006.00
Total	$ 1,189,922.00

Group 1 100%
Contract No. 9848
Prefix: 6-1950; 6-1088
Coos County = 21%
Curry County = 79%

Nonparticipating State Work

Single Mailbox Supports	Each	11	75.00	$	825.00
State Responsibility for Damages	Lump Sum	All	--		2,000.00
				$	3,100.00

WH:bkb:pf

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Coos and Curry	DIVISION Oregon
DATE OF REPORT 12/9/86	REPORT MADE BY Richard R. Arnold, Area Engineer		PROJECT NO. F-2-1(21)
COMPLETION DATE (Actual) 8/27/85	ACCEPTANCE DATE BY CONRTACT AGENCY 6/16/86	TIME ELAPSED 100 %	CONTRACT TIME C.D. 8/30/85

LOCATION

See Below

RECEIVED
STATE HWY ENGR
JAN 6 87
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way. Ag

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1/8

BETHEL CREEK - STONECIPHER RD. SECTION
OREGON COAST HIGHWAY
Grading & Paving

NOTED
V. E. SCHWARTZ

This project provided for the construction of four passing lanes (two in each direction) at three locations on the Oregon Coast Highway. The work included the construction of roadbed widening, cement treated base, aggregate shoulders and asphalt concrete pavement along with related drainage, guardrail, fence delineators, signs, traffic markers, seeding and mulching. A contract in the amount of $1,049,733.80 was awarded Bob Angell Inc., Eastside, Oregon on 7/11/84. Contract work began on 9/13/84 and was completed in reasonably close conformance with the plans and specifications, including approved changes on 8/27/85 at a final cost of $1,306,715.27 which includes $1,104,105.46 for bid item work, $37,092.20 for work completed under approved price agreements, $11,790.09 for extra work, $23,500.88 for State force work and $107,336.71 for construction engineering.

The approved contract specified July 31, 1985 as the final completion date. A seven calendar day time extension was approved by the State on June 3, 1985. This extension plus 23 days of directed stop work orders advanced the final completion date to August 30, 1985.

Project records indicate all materials incorporated into the project were tested or field inspected in accordance with established procedures and found to be in reasonably close conformance with the specification requirements.

All overuuns and underruns have been satisfactorily explained by the State. A copy of the explanation is attached to the Division Office copy of this report.

- RRA -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
TITLE Area Engineer	DATE 12/22/86	TITLE District Engineer B	DATE 1-5-87

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9848

June 23, 1986

CON 5 - #9848

Federal Insurance Co.
921 Washington
Suite 333
Portland, OR 97205

Contract No. 9848 awarded to Bob Angell, Inc. for work on the Bethel Creek-Stonecipher Road Section of the Oregon Coast Highway in Coos and Curry Counties was completed on January 6, 1986, and accepted by the State Highway Division on June 16, 1986.

Final payment in the amount of $9,150.80 will be released to the contractor after June 30, 1986. The total contract amount is $1,175,857.68 including $11,790.09 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Bob Angell, Inc.
P.O. Box 4288
Eastside, OR 97420

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

9848

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9848

TO: Robert Gormsen
Manager, Commission Services

DATE: June 16, 1986

FROM: Warren E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9848, On Site Work Substantially Completed August 23, 1985

All Work Completed January 6, 1986

Project Bethel Creek-Stonecipher Road

Highway Oregon Coast

County Coos & Curry

Type of Work Grading and Paving

Contractor Bob Angell, Inc.

WES:BMW:mk

cc: B. M. Walton

CPC/FM2

Noted
RW Gormsen

6-23-86 - Surety letter written.

RECEIVED
JUN 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9848 P.O. BOX 125 / CLACKAMAS, OR 97 / AREA CODE 503 / PHONE 233-6248 OR 659-68 PACIFIC FENCE & WIRE CO. file

PACIFIC
CHAIN LINK FENCE & BELTING

October 30, 1985

Bob Angell, Inc.
PO Box 4288
Eastside, Oregon
97420

Attn: Larry Garboden
re: Pruitt-Fisher
SC 9848

Dear Sir:

Thank you for speaking with me on the phone again this morning.

Per your request, please find enclosed, copy of our account receivable sheet showing the activity of Pruitt-Fisher, and in particular, invoice B11882, which was material provided for the state project.

I understood you to say that you will satisfy this debt within one week from today.

Sincerely:

Stephen Brindley

Stephen Brindley
Sales Manager

RECEIVED
NOV 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response
rec'.

cc: F.D. Morrison
Robt. W. Gormsen
J. Hughes

encl. 1

CHAIN LINK FENCE & BELTING

PRUITT-FISHER	1212	11612	07/23/85	INVOICE			<589.48> ~~1,416.68~~		[illegible]
PRUITT-FISHER	1212	11651	05/14/85	INVOICE				704.98	[illegible]
PRUITT-FISHER	1212	11881	05/28/85	INVOICE				992.55	[illegible]
PRUITT-FISHER	1212	12543	08/07/85	INVOICE		4,147.98			[illegible]
PRUITT-FISHER	1212	12549	08/07/85	INVOICE		757.56			[illegible]
PRUITT-FISHER	1212	B1882	05/29/85	INVOICE				500.70	[illegible]
PRUITT-FISHER	1212	B2181	06/28/85	INVOICE				1,379.44	[illegible]
PRUITT-FISHER	1212	B2182	06/28/85	INVOICE				314.98	[illegible]
PRUITT-FISHER	1212	B2194	06/28/85	INVOICE				978.93	[illegible]
PRUITT-FISHER	1212	B2433	07/23/85	INVOICE			~~17,023.82~~		[illegible]
503-756-4166	17.00				0.00	4,905.54	18,440.20	4,878.38	[illegible]

RECEIVED
NOV 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P O BOX 125 • CLACKAMAS [illegible] PACIFIC FENCE & WIRE CO.

XP PACIFIC

CHAIN LINK FENCE & BELTING

file

October 24, 1985

Bob Angell, Inc.
PO Box 4288
Eastside, Oregon
97420

attn: Larry Garboden

re: ~~Pruitt~~-Fisher Const.
SC 9848

Dear Sir:

Thank you for speaking with me on the phone this morning.

Per your request, please find enclosed copy of our invoice 11882 to Pruitt-Fisher for the materials we provided to your Oregon State Highway Division project.

Invoice Amount	$500.78
Interest	37.55
Total	$538.33

In advance, thank you for a prompt payment.

Sincerely:

Stephen Brindley

Stephen Brindley
Sales Manager

cc: Robt. W. Gormsen
encl. 1

RECEIVED
OCT 25 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. nec.

Out 5/28/85

XP PACIFIC
FENCE & WIRE CO.

13770 S.E. AMBLER ROAD
CLACKAMAS, OR 97015
(503) 233-6248 or 659-6881
OREGON: WATS 1-800-452-8691
OUTSIDE OREGON: 1-800-547-2410

CREDIT OK SD
ORDER OK

DATE: 5/28/85

CUST. P.O. #

BUYER: Esther PHONE # 756-4166

SALESMAN: 017 TERMS: Net 30

INVOICE NO. "B" 11882 CUST. NO. 1012

SHIP VIA: Will Call

BILL TO: Pruitt Fisher

SHIP TO:

ADDRESS:

CITY: STATE:

OSHO Cert. #

ZIP: SHIP WHEN:

PART NO.	DESCRIPTION	QUANTITY	AT	AMOUNT	
68333	832-6-12½ Class III	3 Rolls	81.86	245	58
63405	4pt. Class III Barb Wire	3 Rls	48.00	144	00
13366	#133 x 6'6" "T" Post	40	2.78	111	20
	"B" Invoice Voided			$500	78

[illegible]
[illegible]
[illegible]

Note - These 3 Rolls Have OSHO Tags from 5/84 Too faded to see Lab #s. Possibly from Pearson Group

RECEIVED BY: DATE: TOTAL

laims for material shortages must be made within 10 days after
eceipt of goods.
oods returned subject to 15% restocking charge.
O GOODS ACCEPTED FOR RETURN WITHOUT OUR CONSENT.
inimum invoice sale $5.00.

NOTICE: A finance charge of 1½% per month is added to accounts not paid within 30 days from the date of invoice which is an ANNUAL PERCENTAGE RATE of 18%. The finance charge commences 30 days after date of invoice. If the services of an attorney, or agency are required for collection, all such fees will be chargeable to purchaser.

1070-11/84

INPUT & PERMANENT FILE

RECEIVED
OCT 25 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9847

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: October 24, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

Bruce M. Walton

FROM: by C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-2-1(21)

Contract 9848, Work Completed August 23, 1985

Project Bethel Creek-Stonecipher Road

Highway Oregon Coast

County Coos & Curry

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 9-10-85
23

G. K. Hossnn
for Dale E. Wilken
Division Administrator

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
NOV 4 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION BETHEL CR. - STONECIPHER RD.	WEEK ENDING OCT. 12, 1985
		SECTION PREFIX C09848
	HIGHWAY OREGON COAST	COUNTY COOS & CURRY
NAME OF JOB BETHEL CR.-STONECIPHER RD.	KIND OF WORK Grading, Paving,	
CONTRACTOR BOB ANGELL, INC.	CONTRACT NUMBER 9848	FEDERAL AID PROJECT NUMBER F-2-1(21)
DATE OF CONTRACT JULY 11, 1984	DATE WORK STARTED SEPT. 13, 1984	ESTIMATED COMPLETION DATE AUGUST 23, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 1,229,100.30	SPECIFIED COMPLETION DATE ADJ. BY AUGUST 31, 1985 31 DAYS	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 1,141,697.61	ENGINEERING AUTHORIZATION $ 87,402.69 THIS WEEK 1,196.73	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,204,913.82	ENGINEERING COST TO DATE $ 107,366.71	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 106
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 5 %	PERCENT OF AUTHORIZATION 123 %	DATE PROJECT WAS COMPLETED: AUGUST 23, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.61	1.61			1.61
MILES PARTIALLY COMPLETED	0.00	0.00			0.00
MILES COMPLETED	0.00	0.00			0.00
TOTAL ESTIMATED QUANTITIES (CONTRACT)	20,751 CY	16,500 T			15,500 T
TOTAL QUANTITIES CORRECTED TO DATE	11,700 CY	17,406 T			16,400 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	11,700	17,406			16,400
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
6 SUNDAY				
7 MONDAY				
8 TUESDAY				
9 WEDNESDAY				
10 THURSDAY				
11 FRIDAY				
12 SATURDAY				F

CONTR. NO: C09848 DATE: OCT. 12, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	NO ACTIVITY
MONDAY 7	NO ACTIVITY
TUESDAY 8	NO ACTIVITY
9 WEDNESDAY	NO ACTIVITY.
10 THURSDAY	NO ACTIVITY
FRIDAY 11	NO ACTIVITY
SATURDAY 12	NO ACTIVITY.

REMARKS

NEXT WEEK: PROJECT COMPLETE AUGUST 23, 1985. SEMI FINAL ESTIMATE WILL BE SUBMITTED TO REGION 10/14/85.

THIS WILL BE THE LAST WEEKLY REPORT.

SIGNED ____________ LOCATION Coquille, OR

F.D. Morrison, Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: October 11, 1985

TO: Oregon Transportation Commission

In Reply Refer to
File No.:
CON 5

FROM: Larry Rulien
State Highway Engineer

CC 8 C

SUBJECT: Request for Increase in Project Authorization
Bethel Creek-Stonecipher Road Section
Oregon Coast Highway, Coos and Curry Counties
Contract No. 9848

This federal-aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $80,800 or seven percent.

The overrun of this project consists of small overruns of a number of miscellaneous items.

Additional quantities of asphalt concrete paving material were required to level the existing pavement and restore proper crown and superelevation prior to overlayment. This work added more than $32,600 to the cost of the project. In addition, bonus payments made under current specifications for optimum quality pavement construction amounted to more than $13,000.

The contract required that exposed excavations adjacent to traffic lanes be backfilled at the end of each working day for public safety and convenience. Extra quantities of aggregate base material required in order to comply with this specification added $17,000 to the cost of the project.

Slope protection measures were required at inlets and outlets of several major stream crossings on the project for which no provisions were made in the contract. The amount of flagging and pilot car time needed to complete the project was underestimated. These items all combined to add approximately $26,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $80,800 to a new total of $1,309,900.30. This matter will be on the consent calendar for the October 22 meeting.

cc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
J. J. Gix
V. E. Skoog
George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**
Highway Construction 378-6318
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 10, 1985

FROM: for L. D. Fredrickson
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Bethel Creek-Stonecipher Road Section
Oregon Coast Highway, Coos and Curry Counties
Contract No. 9848

This federal-aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $80,800 or seven percent.

The overrun of this project consists of small overruns of a number of miscellaneous items.

Additional quantities of asphalt concrete paving material were required to level the existing pavement and restore proper crown and superelevation prior to overlayment. This work added more than $32,600 to the cost of the project. In addition, bonus payments made under current specifications for optimum quality pavement construction amounted to more than $13,000.

The contract required that exposed excavations adjacent to traffic lanes be backfilled at the end of each working day for public safety and convenience. Extra quantities of aggregate base material required in order to comply with this specification added $17,000 to the cost of the project.

Slope protection measures were required at inlets and outlets of several major stream crossings on the project for which no provisions were made in the contract. The amount of flagging and pilot car time needed to complete the project was underestimated. these items all combined to add approximately $26,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $80,800. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix F. D. Morrison
B. M. Walton D. L. Trout

Has typo
final
being
retyped.

81-128-1387

jc **STATE COPY** cc: OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
OCT 1 '85
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Coos & Curry	DIVISION Oregon
IN COMPANY WITH Bill Quinn, Frank Morrison and Larry Lindlay; OSHD			
DATE OF INSPECTION 9-10-85	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. F-2-1(21)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

BETHEL CREEK - STONECIPHER RD. SECTION
OREGON COAST HIGHWAY
Grading & Paving

NOTED
W. E. SCHWARTZ

This project provided for the construction of four passing lanes (two in each direction) at three locations on the Oregon Coast Highway. The work included the construction of roadbed widening, cement treated base, aggregate shoulders and asphalt concrete pavement, along with related drainage, guardrail, fence, delineators, signs, traffic markers, seeding, and mulching. A contract in the amount of $1,049,733.80 was awarded Bob Angell Inc., Eastside, Oregon on 7-11-84. Contract work began on 9-13-84 and was completed in reasonably close conformance with the plans and specifications, including approved changes on 8-27-85 at a final estimated cost of $1,285,373.40 which includes $1,096,896.14 for bid item work, $37,953.42 for work completed under approved price agreements, $10,697.89 for extra work, $42,800 for State force work and $97,025.94 for construction engineering. All major significant overruns and underruns will be discussed in the final acceptance report.

The approved contract specified July 31, 1985 as the final completion date. A seven calendar day time extension was approved by the State on 6-3-85. This extension, plus the time adjustment allowed due to overrun in work items, advanced the final completion date to 9-7-85.

Project records indicate all materials incorporated into the project were tested or field inspected in accordance with established procedures and found to be in reasonably close conformance with the specification requirements.

The overall appearance of the completed work is considered to be very good. Based on the results of this inspection, final acceptance of the completed work is recommended.

- WNB -

Form FHWA-1446A
(Rev. 2-84)

1847 9N

Salem, Oregon
August 28, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48714 - Zuppe
48715 - Krupka (Edin Prop. Corp. C.P.)
Bethel Creek-Butte Creek (Passing Bay 6)
Oregon Coast Highway
Coos County

Attached are two descriptions and an authorization covering Right of Way required for Passing Bay 6 (stations 541+00 to 573+50) on the subject Section.

This completes the submittal of descriptions for the Bethel Creek - Stonecipher Road Section (Passing Bays 6, 9, 10 and 11) Oregon Coast Highway.

BY: R
Robert R. Rounds
R/W Description Supervisor

RRR:md

Attach.

June 3, 1985

Bob Angell, Inc.
P.O. Box 4288
Eastside, OR 97420

CON 5

Re: Time Extension Request
Bethel Creek-Stonecipher Rd.
Contract No. 9848
FAP No. F-2-1(21)

Your request for additional contract time in which to complete the above project has been carefully considered.

A contract time adjustment of an additional 7 calendar days is granted due to the work performed under Price Agreements 1 and 3. No additional time is allowed for the work done under Price Agreement No. 2.

The adjusted contract time of completion for this contract is August 7, 1985.

ORIGINAL SIGNED BY
Fredrickson
for W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

NOTED
W. E. SCHWARTZ

WES:OBJ:mk

bc:	C. O. Fredrickson	
	Jim Gix	w/att.
	Frank Morrison	w/att.
	FHWA	w/att.
	Bruce Walton	

TE/172

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO
440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: May 22, 1985

FROM: W. J. Quinn
W. J. Quinn
Region Construction Engineer

SUBJECT: Time Extension
Bethel Creek-Stonecipher Rd. Section
Coos County
Contract No. 9848

I examined the request for a time extension on subject project, and I agree with the project manager in recommending a five-day extension.

One day should be granted for the work required to remove root wads from the fence line, and four days to furnish and place rock slope protection. No additional time should be allowed to furnish and install the extra metal fence posts because other work was occurring at that time.

wjq:cjb

Enclosures (5)

cc: F. Morrison

6-3-85

W. E. Schwartz –

I concur with Region and P.M. and recommend a 5 W.D. time extension.
(5 W.D. X 1.4 = 7 C.D.)
O. B. Jackman

CE.... CAE.... RECEIVED LS......TC......
COE.... OM....
OE ....
CA............ MAY 24 1985 SA......CC......
CAM .... FE...... CP......
EEO............ CONSTRUCTION POC............
SECTION QCS............
FILE............

5-1307

9241

ROAD DESIGN SECTION 378-3487

ROW 3-1

J. B. Boyd, Manager
Right of Way Section

April 26, 1985

D. O. Christensen
Road Design Engineer

File 54515 and 54516
Bethel Creek-Stonecipher Road Section
Oregon Coast Highway
Curry County

Attached are descriptions (2 files), an authorization and right of way prints covering additional right of way required for the subject project.

By: ORIGINAL SIGNED BY
G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

9848

kke

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINI ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-1(14)

2. STATE PROJECT NO See below

2A. COUNTY NAME Coos/Curry

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
8-11-84

4. PROGRAM NO.

5. ITEM NO. 90186

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-25-84

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Bethel Creek - Stoncipher Road Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 8-2-84 this will confirm the advance approval date of 7-25-84, contingent upon modification of Project Agreement if additional funds are required, to proceed with the acquisition of Files 54049 and 54050 as shown on R/W map 8B-31-7 at a TEC of $6,000 - Federal Funds $5,291.

Federal participation is limited to that right-of-way actually incorporated in the final location of subject project.

RECEIVED
STATE HWY ENGR
AUG 13 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 8/10/84

15. SIGNATURE OF APPROVING OFFICIAL B. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 2, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project No. F-2-1(14)
Bethel Creek - Stonecipher Road Section
Coos & Curry Counties
Files 54049 and 54050

I request confirmation of verbal authorization of July 25, 1984 to proceed with acquisition of the above listed files on the subject project at an estimated total cost of $6,000.00. The area to be acquired is as outlined in red on the attached print of map 8B-31-7. No relocation assistance is involved and authorization to proceed as requested will not involve an increase in Federal funds for the project at this time.

RDS:me
Attachment
cc: J. Boyd
Don Aman
General Files

Form 734-3122

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: July 26, 1984

Donald Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Bethel Creek - Stonecipher Road
Section
Oregon Coast Highway
Curry County
F-2-1(14)

We have received two additional files on the above project. The acquisition of this right-of-way is estimated at $6,000.00 and does not require a relocation or moving allowance.

Please request confirmation of this right-of-way with the Federal Highway Administration. ✓

The above estimate covers files 54049 and 54050 as shown on map 8B-31-7.

DA:jr
attach.

PROGRAM SECTION
JUL 27 '84
Manager
Resource Unit
Project Unit ✓
Program Unit
REFER TO
Originator R/D D/E
Act. Disc. Info. File

9711

July 25, 1984

CON 5
#9848

Bob Angell, Inc.
P. O. Box 4288
Eastside, OR 97420

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9848 for work on the Bethel Creek-Stonecipher Road Section of the Oregon Coast Highway in Coos and Curry Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: Federal Insurance Co.
921 S.W. Washington, Suite 333
Portland, OR 97205

Federal Insurance Company
Bonding Department
1400 Plaza 600
Seattle, WA 98101

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Jan Peterson
James Gix
F. D. Morrison

Bob Angell, Inc.
EXCAVATING CONTRACTORS

PHONE 267-2057
269-9474

ROAD & STREET CONSTRUCTION - CRUSHING - ROCKING - HAULING

641 6TH AVENUE
P. O. BOX 4288
EASTSIDE, OREGON 97420

July 3,1984

Oregon State Highway Division
Room 122
State Highway Building
Salem, Oregon 97310

ATTN:Mr. Gormson

RE:Bethel Creek-Stonecipher Road

Mr. Gormson:

Please find below our subcontractors fullfilling the contract goals for DBE and WBE subcontractors on the above referenced project:

Arrow Brothers, Corp. -DBE
9450 S.W. Commerce Circle
Wilsonville, Oregon 97070

Item	29	G.R. Type 2A	2525 l.f.	@ $10.50	$26,512.50
	30	Anchors Type 1	10 ea.	@ $260.00	2,600.00
	31	Anchors Type 1 mod.	4 ea.	@ $200.00	800.00
	32	End Pieces Type B	1 ea.	@ $35.00	35.00
	33	" " " C	12 ea.	@ $70.00	840.00
	39	Delineators Type 2	80 ea.	@ $20.00	1,600.00
	40	" " " " 4	10 ea.	@ $12.00	120.00
	45	Remove signs	LUMP SUM		265.00
	46	Wood Posts	LUMP SUM		3,300.00
	47	Signs	356 s.f.	@ $6.50	2,314.00
	48	Move and reinstall	LUMP SUM		180.00
		Total Arrow			$38,566.50

J and J Fencing, Inc. -DBE and WBE
694 North 34th
Springfield, Oregon 97478

Item	7	Flagging	2000 hr.	@ $10.00	$20,000.00
	8	Pilot Car	200 hr.	@ $30.00	6,000.00
		Total J and J			$26,000.00

PHONE 267-2057
269-9474

Bob Angell, Inc.
EXCAVATING CONTRACTORS

ROAD & STREET CONSTRUCTION - CRUSHING - ROCKING - HAULING

641 6TH AVENUE
P. O. BOX 4288
EASTSIDE, OREGON 97420

Pruitt and Fisher-DBE
P.O. Box 621
Coos Bay, Oregon 97420

Item 34	Type 2 Fence	13760 l.f.	@ $1.35	$18,576.00
35	16' Single Gates	3 ea.	@ $200.00	600.00
36	CL4R Chain Link Fence	502 l.f.	@ $7.25	3,639.50
37	18' X 48" Chain Link Single Gates	1 ea.	@ $250.00	250.00
	Total Pruitt and Fisher			$23,065.50
Total DBE				$61,632.00
Total DBE-WBE				26,000.00
	Total combined			$87,632.00

If you have any questions regarding the above please feel free to contact this office.

Sincerely:

Larry R. Garboden-O.M.

RECEIVED
JUL 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9848

Bob Angell, Inc.
EXCAVATING CONTRACTORS

PHONE 267-2057
269-9474

ROAD & STREET CONSTRUCTION - CRUSHING - ROCKING - HAULING

641 6TH AVENUE
P. O. BOX 4288
EASTSIDE, OREGON 97420

June 28,1984

Oregon State Highway Division
206 Transportation Building
Salem, Oregon 97310

ATTN:Mr. Gary Potter

RE:Bid Bethel Creek-Stonecipher Road, June 28,1984

Mr. Potter:

As per your conversation with my office manager this afternoon, we did in fact accidently omit filling in item #2, mobilization. The figure should have in fact been $80,000.00 as can be proved by adding up the figures that were on the bid and subtracting that from the total bid. If needed we have our work sheets to back up this fact. If I can be of any further assistace in this matter please do not hesitate to contact me.

Sincerely:

Robert Angell

Robert Angell-President

PROGRAM SECTION
JUL 2 '84
Manager GP
Resource Unit
Project Unit
Program Unit ✓
REFER TO
Circle one R/D D/R
Act Disc Info [✓ File]

7-2-84

cc: Hunter
Bothman
Sollis
Gornsen
Battee

RECEIVED
JUL 2 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

have recommended award. GP

9-48

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-1(21)

2. STATE PROJECT NO. See below

2A. COUNTY NAME
Coos
Curry

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 90186

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 15 '84
REFER TO Potter
FOR
Info | Invest | B/D | D/R | Sign | Act | File

Orig w/ att. to
6/15

7. DATE AUTHORIZATION EFFECTIVE 6-6-84

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
BETHEL CREEK - STONECIPHER ROAD SECTION

11. GENERAL DESCRIPTION OF WORK
Grading and Paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (*Specify*) Anticipated items as shown in your "PS&E" Estimate dated May 30, 1984

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost-effective.

Mr. Potter's June 4, 1984 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,163,414; Federal Funds $1,025,549.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve No Passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 6-6-84

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1848

9N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES ~~22~~ 16

TO: MEMO TO THE FILE

DATE: May 2, 1984

Steve Macnab

FROM: Steve Macnab
Specificaitons Engineer

SUBJECT: Statistical CTB Specification
Bethel Creek-Stonecipher Road

1 Versteeg ✓
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
MAY 3 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

At the April 27 meeting of the Specifications Committee, the committee decided to use a new Statistical CTB Specification on the subject project, which is planned for bid opening on June 28. A copy is attached.

This specification is proposed as an alternate to our present method for ensuring proper cement content and adequate CTB strength. It requires a minimum cement content of 4-1/2 percent and a minimum strength of 750 psi. The contractor is to provide the mix design and the State will do all the sampling and testing. A penalty schedule is provided for non-specification materials. A bonus schedule is provided for good quality control.

It is anticipated that this Statistical CTB Specification will have a minimal effect on unit price, since the only additional requirement on the part of the contractor is the determination of the mix design. All costs for testing and sampling will be borne by the State.

Because this specification is new, it will be necessary to inform the contracting community of its existence and application. To do this, we will specify in the project special provisions an informational pre-bid meeting to discuss this item. In addition, we will set up a meeting with the Project Manager and his people, Region personnel and FHWA personnel to discuss this special provision.

The statistical portion of this specification is different than that used in our asphalt concrete specification. It is the approach that is currently being used by several states and it is also one that is being promoted by FHWA. It is hoped that through this project we can gain experience with the application of this statistical methodology and, at the same time, test its use on cement-treated base type work.

Attachment

SHM:ja

cc J. H. Versteeg (Attachment)
Gerald Wimer "
Jack Sullivan "
Glenn Hossmer "
Jim Gix "
Frank Morrison "

SECTION 308 - PLANT-MIX CEMENT TREATED BASE

(Statistical, Experimental)

Plant-mix cement treated base shall be constructed in conformance with Section 308 of the Standard Specifications supplemented and/or modified as follows:

Delete subsections 308.11 and 308.12 of the Standard Specifications and substitute the following:

308.11 Composition of Mixture - The CTB mixture shall be composed of aggregate, portland cement and water in the proportions and amounts established by the Contractor and reviewed by the Engineer of Materials. Because of the variability in material, sampling and testing, the mixture shall be designed to insure that at least 85 percent of the mixture will attain a minimum compressive strength of 750 psi at seven days. Minimum cement content shall be 4-1/2 percent of the dry weight of aggregate.

Representative samples (150 pounds of new aggregate and 10 pounds of portland cement) of specification materials to be used in the mixture shall be furnished to the Engineer. These samples and the proposed mix design shall be received at the Engineering Laboratory Building in Salem at least 21 days prior to producing any of the mixture for use on the project. The Laboratory will prepare and test specimens for compliance with the strength requirements and determine the optimum moisture and relative maximum density of the mixture based on the Contractor's mix design. The Contractor shall not produce CTB mixture for the project until written permission is received from the Engineer.

308.12 Acceptance Sampling and Testing:

(a) Aggregates - Aggregates will be subject to acceptance preceding addition of portland cement at the mixer.

(b) CTB mixture - After blending and mixing, the plant mixed mixture will be subject to final acceptance either at the plant or at the place of delivery. Acceptance will be based on 7-day strength tests performed by the Laboratory on cylinders fabricated from each lot of CTB mixture.

(b-1) Sampling - Cylinders will be fabricated in compliance with OSHD TM 107 from samples of the mixture obtained on a random basis. Two cylinders will be fabricated for each 1,000 tons of mixture produced. Samples will not be obtained from the first load of each production shift.

Each 1,000 tons will constitute a sublot. The quantity of mixture produced during one production shift will constitute a lot if three to seven inclusive sublot samples were obtained. When less than three sublot samples are obtained during a production shift, sampling will normally continue during the next shift(s) and the lot will be terminated at the end of the next shift(s) if a total of three to seven inclusive sublot samples have been obtained. When more than seven sublot samples are obtained for a shift(s), the sublots will be split into two lots; the first to be represented by five sublots and the second by the remaining three to seven inclusive sublot samples. The engineer may terminate a lot at any time during a production shift when in his opinion, it is necessary to represent such things as low production runs, significant material changes and job mix formula adjustments.

(b-2) Testing - Cylinders will be tested for strength after 7 days in compliance with OSHD TM 107. The average of the two cylinder strengths will constitute the strength for the mixture for that sublot. For each lot of CTB mixture the average ($\bar{X}$) strength and standard deviation (SD) will be calculated.

(b-3) Price reduction - Each lot of CTB mixture will be evaluated for price reduction or removal by use of the formula:

$$Q \cancel{X} = \frac{\bar{X}_n - 750}{SD}$$

Where:

Q is the quality index.

"$\bar{X}_n$" is the average of the 7-day strength test results for the lot determined by averaging the test results for each sublot.

"n" is the number of sublots in the lot.

"SD" is the standard deviation for the lot and equals:

$$\sqrt{\frac{\Sigma (X_s - \bar{X}_n)^2}{n - 1}}$$

"X_s" is the average 7-day strength from the two cylinders for each sublot sample from the lot.

Price reductions, if any, for the material in each lot will be determined from the following table:

Reduction in Contract Price for CTB not in Compliance with Strength Requirements

Q ~~Z~~				
Equal to or Greater than	and	Less Than	Percent of CTB Not in Specs.	Percent Reduction in Contract Price
1.037		--	0-15	None
0.841		1.037	16-20	5
0.674		0.841	21-25	10
0.524		0.674	26-30	20

Material placed with a ~~Z value~~ quality index less than 0.524 shall be handled in one or more of the following ways as determined by the Engineer:

1. Require complete removal and replacement with specification material at no additional cost to the State.

2. At the Contractor's written request, allow corrective work at no additional cost to the State and then an appropriate price reduction that may range from no reduction to no payment.

3. At the Contractor's written request, allow the material to remain in place with an appropriate price reduction that may range from a 20 percent reduction to no payment.

Price reductions for small quantities of material and partial lots where the formulas under this subsection are not applicable will be determined by the Engineer. Any such reduction will be arrived at by engineering judgment based on number, extent, and importance of the deviations.

(b-4) Bonus payment - A bonus payment will be paid for each lot of CTB mixture with a ~~Z value~~ Q greater than or equal to 1.645 (95-100% of mixture exceed 750 psi at seven days) and according to the following:

Coefficient of Variation (CV) %		Bonus Payment
Greater Than	Less Than or Equal to	
10%	15%	1%
	10%	3%

where CV = $(SD/\bar{X})(100)$

(c) Cement content - Once each production shift, the Contractor shall provide the Engineer with documentation showing the minimum cement content. If the documentation indicates the minimum cement content is not being achieved, the Contractor shall stop production. Placement of CTB mixture shall not resume until the Contractor satisfies the Engineer that the minimum cement content can be achieved.

308.32(a) Mixing plant - Delete the second sentence under subsection (a-2) of this subsection.

308.39 Surface Finish - Delete the second sentence of this subsection and substitute the following:

Also the finished surface of the CTB when tested with a 12-foot straightedge, furnished and operated by the Contractor, when laid in any direction shall not vary from the testing edge by more than ~~0.03~~ foot at any point.

0.05

308.43 Handling Traffic Over Cement Treated Base - Delete the last sentence of the first paragraph and substitute the following:

Any extra costs of using high early strength cement shall be considered as incidental, with payment therefor covered in the pay item "Cement Treated Base".

308.81 Measurement - Delete the second paragraph of this subsection.

308.91 Payment - The accepted quantities will be paid for at the contract unit price per ton for the following item as given in the bid schedule:

Pay Item	Unit of Measurement
Cement Treated Base	Ton

Payment at the contract unit price will be full and complete compensation for providing all materials in final position, including portland cement and curing seal and all labor, equipment, tools and incidentals necessary to complete the work as specified; except that watering in connection with preparing the base upon which the plant mix cement treated mixture is placed will be separately paid for as set forth in Section 233.

Plant-mix bituminous base mixture placed in lieu of cement treated base in accordance with subsection 308.39(b) and 308.43 will be paid for at the contract unit price per ton for the item "Cement Treated Base".

9848

9 N

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7

TO: Norm Cuno
Design Supervisor

DATE: May 1, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Approved Sign Study Plan
Bethel Creek-Stonecipher Road
Oregon Coast Highway
Coos & Curry Counties

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
MAY 2 - 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up /
Action

Attached are two copies of the approved sign study plan for the above project.

This work should be included with the passing bays on the June 28, 1984 schedule of contract letting.

George

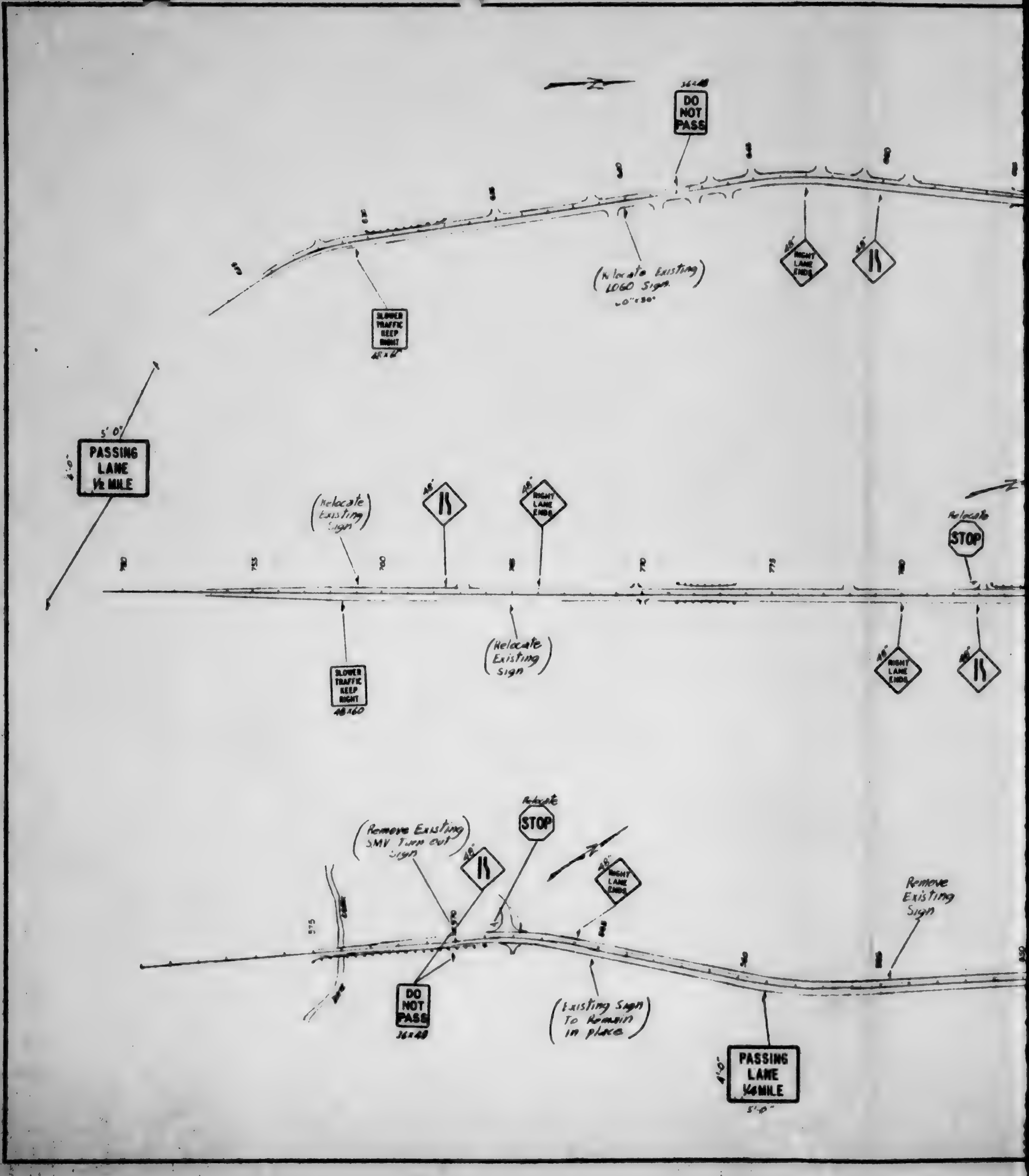
L. E. George
Traffic Engineer

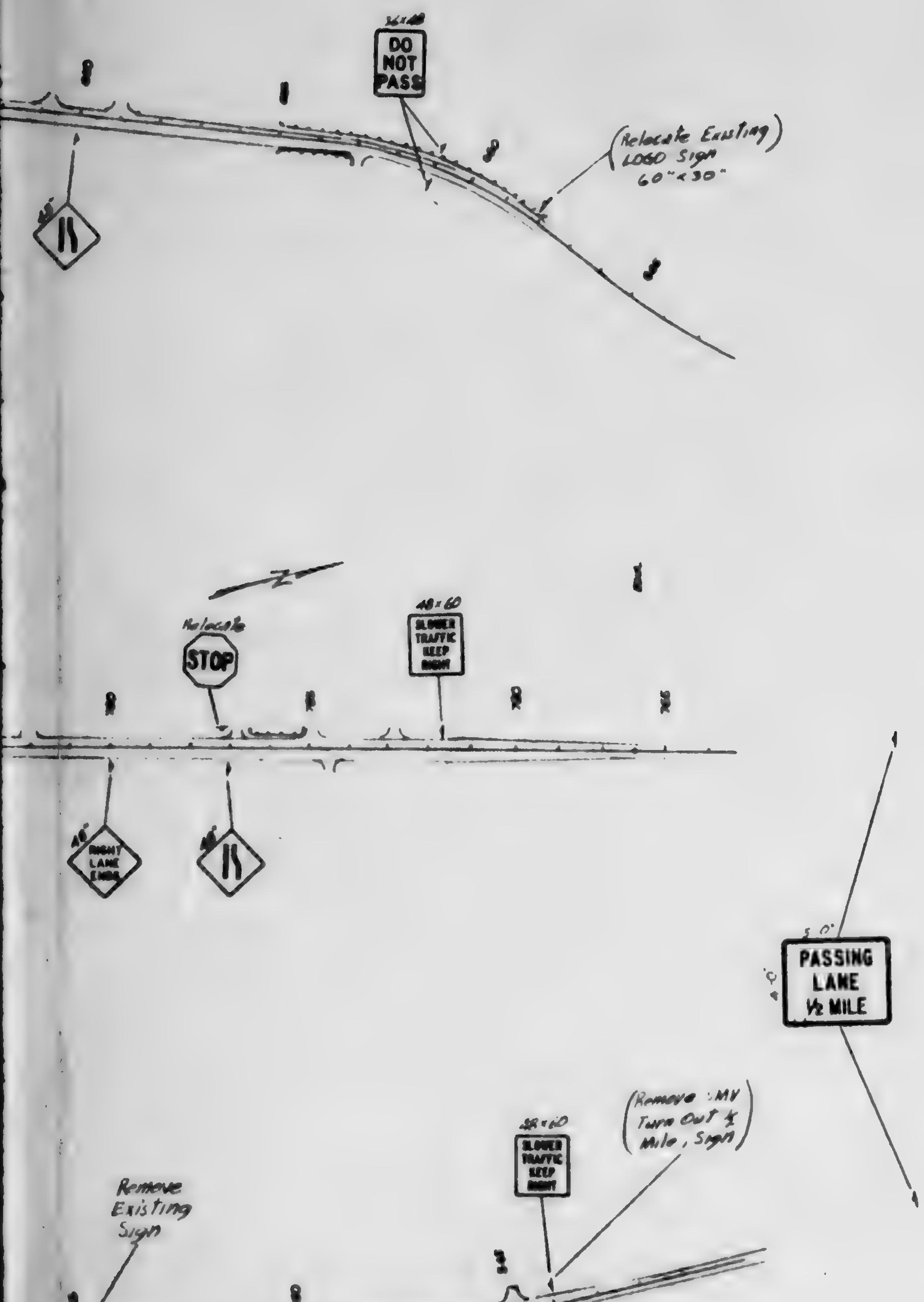
RWO/dcb

Attachments

cc: J. J. Gix
B. E. Brown

81-125-1387

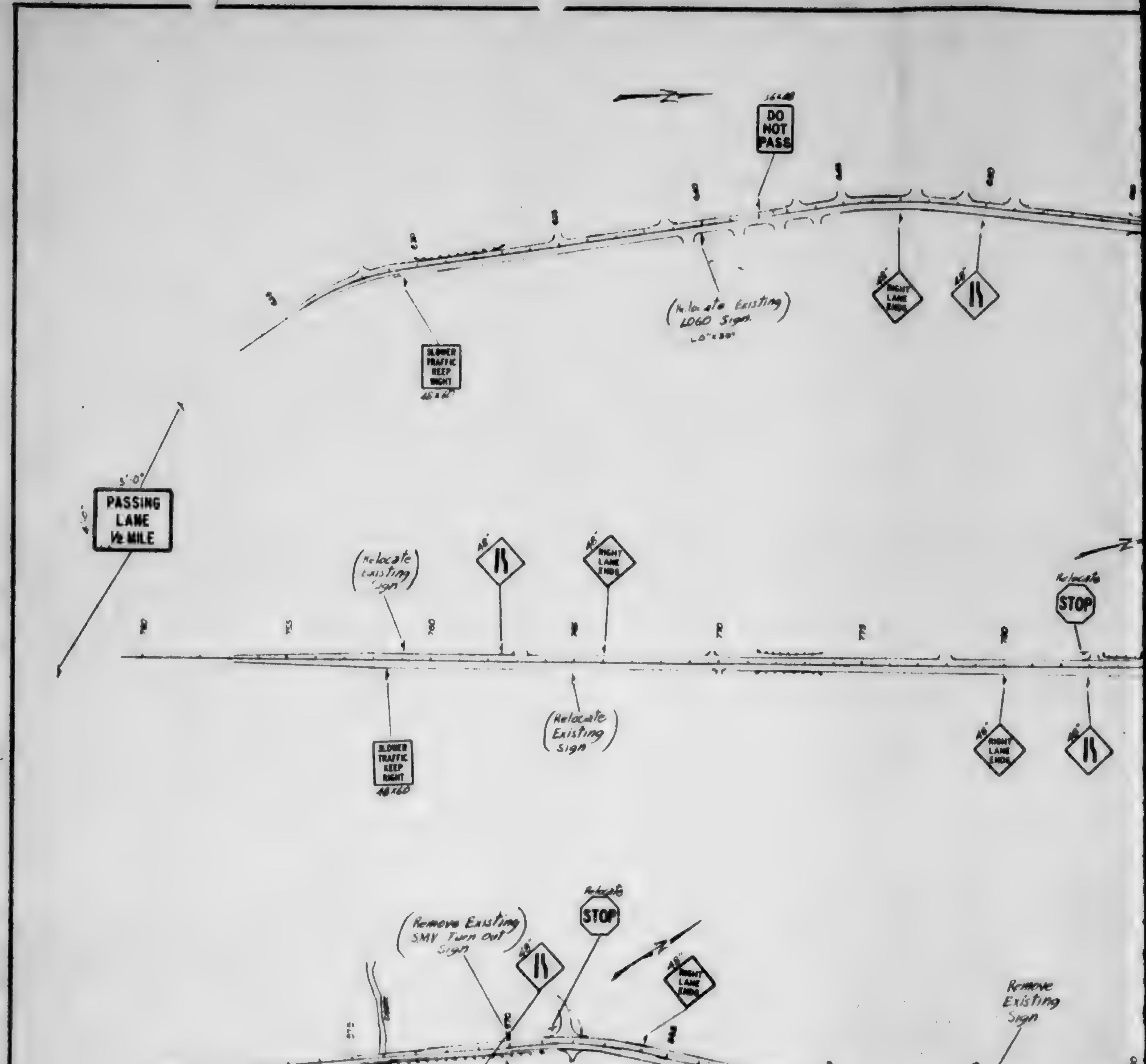

36x48
DO NOT PASS
(Relocate Existing LOGO Sign.
60"x30"
48"
RIGHT LANE ENDS
48"
SLOWER TRAFFIC KEEP RIGHT
48x60
5'0"
4'0"
PASSING LANE ½ MILE
(Relocate Existing Sign
48"
48"
RIGHT LANE ENDS
Relocate
STOP
SLOWER TRAFFIC KEEP RIGHT
48x60
(Relocate Existing Sign
48"
RIGHT LANE ENDS
48"
Relocate
STOP
(Remove Existing SMV Turn out Sign
48"
48"
RIGHT LANE ENDS
Remove Existing Sign
DO NOT PASS
36x48
(Existing Sign To Remain in place
4'0"
PASSING LANE ¼ MILE
5'0"

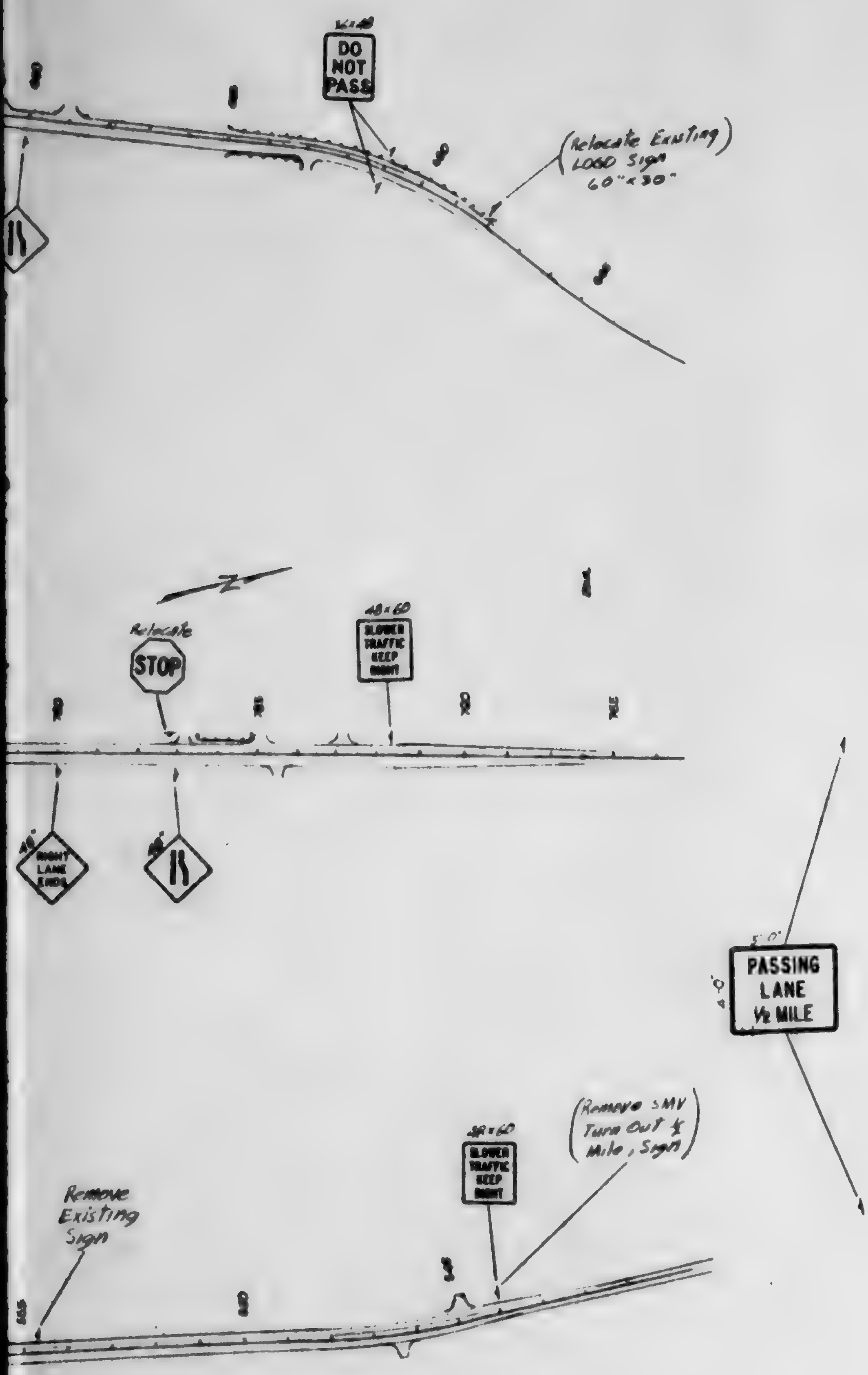

36×48
DO NOT PASS
(Relocate Existing LOGO Sign 60"×30")
Relocate
STOP
48×60
SLOWER TRAFFIC KEEP RIGHT
RIGHT LANE ENDS
5.0'
4.0'
PASSING LANE ½ MILE
Remove Existing Sign
48×60
SLOWER TRAFFIC KEEP RIGHT
(Remove :MV Turn Out ¼ Mile, Sign)

SIGNING PROJECT

BETHEL CREEK – STONECIPHER RD.
OREGON COAST HWY – COOS & CURRY COS.

Action	Date	Signature	Title
Submitted	4-10-84		Traffic Control Engr.
Approved	4/11/84	Bob	Sign Engineer
"	[illegible]		Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	4/30/84	B.K.	FHWA.


N
36x48
DO NOT PASS
SLOWER TRAFFIC KEEP RIGHT
48x60
(Relocate Existing LOGO Sign.
60"x30"
48"
RIGHT LANE ENDS
48"
5'-0"
PASSING LANE ½ MILE
4'-0"
(Relocate Existing Sign)
48"
48"
RIGHT LANE ENDS
N
Relocate
STOP
SLOWER TRAFFIC KEEP RIGHT
48x60
(Relocate Existing Sign)
48"
RIGHT LANE ENDS
48"
(Remove Existing SMV Turn Out Sign)
Relocate
STOP
48"
N
48"
RIGHT LANE ENDS
Remove Existing Sign
DO NOT PASS
36x48
(Existing Sign To Remain in place)
PASSING LANE ¼ MILE
4'-0"
5'-0"


DO NOT PASS
(Relocate Existing LOGO Sign 60"×30")
Relocate
STOP
48×60
SLOWER TRAFFIC KEEP RIGHT
RIGHT LANE ENDS
5'0"
4'0"
PASSING LANE ½ MILE
48×60
SLOWER TRAFFIC KEEP RIGHT
(Remove SMV Turn Out ¼ Mile, Sign)
Remove Existing Sign

SIGNING PROJECT

BETHEL CREEK – STONECIPHER RD
OREGON COAST HWY – COOS & CURRY COS

Action	Date	Signature	Title
Submitt	4-10-84		Traffic Control Engr.
Approved	4/11/84	Bob	Sign Engineer
"	4/11/84		Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	4/23/84	B. K.	FHWA.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-2-1(9)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
90186

2A. COUNTY NAME
Coos & Curry

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/17/84	8. FEDERAL ROUTE NUMBER Primary 2	9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Bethel Creek - Stonecipher Road Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested by Mr. Potter's letter of 4/9/84 I approve the program change adding "Adjustment of Utilities" to the character of proposed work at a TEC of $32,000, Federal Funds $28,192.

RECEIVED
STATE HWY ENGR

APR 30 '84

REFER TO
Potter

FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

Orig. 4/30

14. DATE 4/17/84	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-1(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos & Curry

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90186

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/17/84

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Bethel Creek - Stonecipher Road Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Potter's letter of 4/9/84 you are authorized to proceed with the actual adjustments to the Coos - Curry Electric Cooperative, Inc., aerial power line relocation on an actual cost basis estimated to be $31,513, Federal Funds $27,763.

I approve the Agreement with Coos - Curry Electric Cooperative, Inc.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGI
APR 30 84
REFER TO Potter
FOR
Info | [illegible] | R/D | D/R | [illegible] | Act | File

Orig
4/30

14. DATE 4/17/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

ROW 18-4

April 9, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Aerial Power Line Relocation
Coos-Curry Electric Cooperative, Inc.
Bethel Creek-Stonecipher Road Section
Oregon Coast Highway
Coos & Curry Counties
P.E. Project No. F-2-1(9)

Here is a copy of an estimate of cost to adjust Coos-Curry Electric Cooperative's aerial power line facilities dated March 27, 1984, and a sketch showing their proposed relocation.

A certification prepared by John E. Christopherson as to the Cooperative's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Cooperative dated February 23, 1984 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragrph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Cooperative's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $31,513.00.

JMC/GAP/nv
Enc.
cc: E. S. Hunter
J. M. Cartwright
J. E. Christopherson

RECEIVED
TECHNICAL SERVICES
APR 12 '84
REFER TO
FOR
File
Act
Sign
N/C
[illegible]
[illegible]
Info

994

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 9, 1984

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Project No. F-2-1(9)
Bethel Creek-Stonecipher Rd. Section
Oregon Coast Highway
Coos and Curry Counties

I request your approval of a program change on the subject project to include in the character of proposed work "Adjustment of Utilities" at an estimated total cost of $32,000 with Federal funds of $28,192. Additional information is contained in the enclosed copy of Mr. Cartwright's memo of April 9, 1984.

Authorization to proceed with actual adjustments of utilities will be submitted under separate action.

CL:pf

cc: J. Cartwright
J. Peterson
General Files

Form 734-3122

9047

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 27, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED B
A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 90186
Project No. F-2-1(21)
Bethel Cr.-Stonecipher Rd. Section
Oregon Coast Highway
Coos & Curry County

Attached support data for the subject project consists of PR-1 form and project map.

It is the Oregon State Highway Division's present intention to receive bids for this project on May 10, 1984 and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984, in accordance with Pub. L. 97-424, Section 145.

A copy of the State Clearinghouse review conclusions was forwarded previously.

JLG:pf
Attachments

cc: J. J. Gix, Region 3
General Files

Form 734-3122

9848 7N

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

June 16, 1983

J. H. Versteeg
Road Design Engineer

File 53542
Bethel Cr.-Stonecipher Rd. Section
Oregon Coast Highway
Curry County

------Versteeg ----------
------Anderson------------
------Adams --------------
------nab ----------------
------Stoudenmeyer--------
------Terpin--------------
------Trout---------------
------Wakerlig------------

RECEIVED
JUN 16 1983
ROAD DESIGN SECTION

Do Not File
Return To ------------
Bring Up -----/-----
Action-------------

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

1347

PROJECT PROSPECTUS
PART 4 · SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 9

SECTION
Bethel Cr.-Stonecipher Rd.

REGION 3 misc. Coos

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	3	6-1950	12-7-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ -	$ 18,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 2,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		1,000
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		1,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		15,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		150	922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		4,000	923 ENVIRONMENTAL SECTION		17,000	950 TRAINING		500
910 REGION GEOLOGIST		4,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		4,000	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		750	932 RAILROAD & UTILITIES		100			

TOTALS	$ 74,900	$ 74,900
PREVIOUS AUTHORIZATION		$ 26,900
ADD. AUTH. REQUIRED		$ 48,000

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
F-2(1)

LOCATION ENGINEER'S REMARKS

Project being revised to reduce R/W impacts.

This authorization to fund preliminary engineering through preparation of plans specifications and estimates.

Rudy Watson

1 ✓
2/3 WK
4

RECEIVED
13
ROAD DESIGN SECTION

Bring Up

PREPARED BY	DATE 12-7-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 1/3/83
RECOMMENDED, REGION ENGINEER X	DATE 12-8-82	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 1-3
RECOMMENDED, LOCATION ENGINEER X	DATE 12/30/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 5-1-79 3-12-81 12-28-82	

734-1914 (7-82)

rll

7

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-1(14)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos & Curry

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90186

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/22/83

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Bethel Creek - Stonecipher Road Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 8/12/83 and contingent upon modification of Project Agreement if additional funds are required, you are now authorized to proceed with the actual acquisition of File Number 53542 as shown on R/W map 8B-31-7 at a TEC of $5,000 Federal Funds $4,409.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
AUG 24 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to D.
8/24

14. DATE 8/22/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-75)
PREVIOUS EDITIONS MAY BE USED

[illegible]

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

August 12, 1983

In Reply Refer to
File No.:

PRO-ACC

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project No. F-2-1(14)
Bethel Creek-Stonecipher Rd. Section
Coos & Curry Counties
(File 53542)

I request your authorization to proceed with the actual acquisition of the above listed file on the subject project at an estimated total cost of $5,000. The area to be acquired is as outlined in red on tne enclosed sketch map. No relocation assistance is involved and authorization to proceed as requested will not involve an increase in total cost on Federal funds for the project at this time.

CL:pf

cc: D. Aman
General Files

734-1839

98[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-24-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-1(14)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos & Curry

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90186

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/24/82

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Bethel Creek - Stonecipher Road Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 5/14/82 you are now authorized to proceed with all phases of right of way acquisition for files 47173, 48576 through 48585 as shown on R/W map 9B-13-25, File 48599 through 48605 as shown on R/W map 8B-31-7 and Files 48714 and 48715 as shown on R/W map 9B-13-19 at a TEC of $150,000 Federal Funds $132,270.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAY 26 '82
REFER TO Mr. Loring
FOR
Info | Inves | R/D | D R | Sign | Act | File

Orig to
5-26-82

14. DATE 5/24/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9401

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

May 14, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Data Submission
Item No. 90186
Project No. F-2-1(14)
Bethel Creek-Stonecipher Road Section
Coos & Curry Counties

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way maps 8B-31-7, 9B-13-19 & 9B-13-25 for the subject project.

I request authorization to proceed with the actual acquisition of the right-of-way at an estimated total cost of $150,000 with an obligation of $132,270 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way maps and does not require relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

9848 3-12-8 1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-1(9)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Coos & Curry
3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 90186
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/12/81
8. FEDERAL ROUTE NUMBER Primary 2
9. STATE ROUTE NUMBER Primary 9
10. GENERAL LOCATION:
Bethel Creek - Stonecipher Section
11. GENERAL DESCRIPTION OF WORK
Program change
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 3/4/81 I approve the revised Preliminary Engineering Costs to a TEC of $26,900 Federal Funds $23,698.

(Increase TEC $6,900 Federal Funds $6,078)

RECEIVED
MAR 19 '81
REFER TO

[illegible]

14. DATE 3/12/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
16. TITLE Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9442

Gil

11-24-80
Cr

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

November 12, 1980

In Reply Refer to
File No.

cc Hunter
A. Shirley Jr.

PIETER DYKMAN
ENVIRONMENTAL SECTION
412 TRANSPORTATION BLDG
SALEM OR 97310

ATTN: Maxine Banks

E. S

Dear Mr. Dykman:

RE: Bethel Creek-Stonecipher Road
Oregon Coast Highway
Curry County
Coos

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeological sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern. If you have any questions, please call Leland Gilsen at 378-5023.

Sincerely,

D. W. Powers III
Deputy SHPO

DWP/LG:nmw

RECEIVED
TECHNICAL SERVICES

DEC 1 '80

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

9848 10-15-80

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 2-1(9)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division, Salem, OR

PROGRAM NO.

ITEM NO. 90186

COUNTY NAME Coos and Curry

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

10-24
orig

RECEIVED
STATE HWY ENGR.
OCT 24 '80
REFER TO Maehring
FOR
Info

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-15-80

FEDERAL ROUTE NUMBER Primary 2

STATE ROUTE NUMBER Primary 9

GENERAL LOCATION:

Bethel Creek - Stonecipher Road Section

GENERAL DESCRIPTION OF WORK:

PS&E Preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
TEC $6,500
☐ OTHER (Specify) Federal Funds $ 5,726

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's October 6, 1980 letter.

DATE 10-15-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-631-455

[illegible] 9 N

ROAD DESIGN SECTION DES 16-1

Tony George, Engineering Coordinator
Environmental Section

September 22, 1980

A D Olson
A. D. Olson
Preliminary Design Engineer

Sound Barrier Cost Estimate
Bethel Creek-Stonecipher Road
Oregon Coast Highway
Coos and Curry Counties
Prefix 6-1950-907

The berm proposed for this project would require a small amount of additional right-of-way. The cost for this additional right-of-way would probably be $100 or less.

Because of the excess material in this project and in the area of the berm, this berm could probably be constructed at no cost.

There would be no apparent adverse impact to the road design by constructing this berm.

This would be a Type 1-B project.

In reviewing the data, I note that the projected noise level at the house is 63 dBA, one decibel greater than the "no build" projected level. This is 4 decibels less than the design noise level of 67 set out in 7-7-3 and, based on that criteria, there is no impacted receptor. I realize that the inside noise level (assuming a 10 dBA inside/outside differential) would be 53 dBA, one decibel above the 52 dBA indoor guide line, but it is not clear why this criteria is appropriate.

If used as a general practice, this effectively revises our allowable noise level down 5 dBA, to 62, doubles the distance out to impacted receptors and doubles the area to be studied. This does not seem appropriate.

ADO:ja

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 22 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up /
Action

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 7-2

TO: J. H. Versteeg
Engineering

ORIGINAL SIGNED BY
ANTHONY J. GEORGE JR.

DATE: August 20, 1980

FROM: Anthony J. George, Engineering Coordinator
Environmental Section

SUBJECT: Sound Barrier Cost Estimate
Bethel Creek-Stonecipher Road
Oregon Coast Highway
Coos & Curry Counties

The draft Environmental Assessment investigates a sound barrier for an impacted residence. Figures 1 and 6 show the location of the barrier within passing bay 11. Table 6 presents the physical description of the barrier along with the predicted exterior noise levels for this residence with and without the sound barrier.

The cross-sections show that an earth berm should be possible. In addition, the Final Design Engineer, Jack Sills, said that surplus material was available.

Please provide us with an estimate of engineering feasibility and costs for this sound barrier. Cost estimates should include right-of-way acquisitions or easements. Furthermore, include any additional cost for drainage systems or alternative engineering designs. Any other assessment as to engineering feasiblity would be appreciated.

AJG:SL:ct

Attachment

cc: A. D. Olson

Versteeg
Anderson
Christ[illegible]
[✓ Olson]
Sullivan
Terpin
Trost
Wakering

RECEIVED
AUG 22 1980
ROAD DESIGN
SECTION

Do not File ☐
Return To
[illegible]
Action

Contains
Recycled
Materials

Figure 1

BETHEL CREEK-STONECIPHER ROAD SEC.
OREGON COAST HIGHWAY
COOS & CURRY COUNTIES

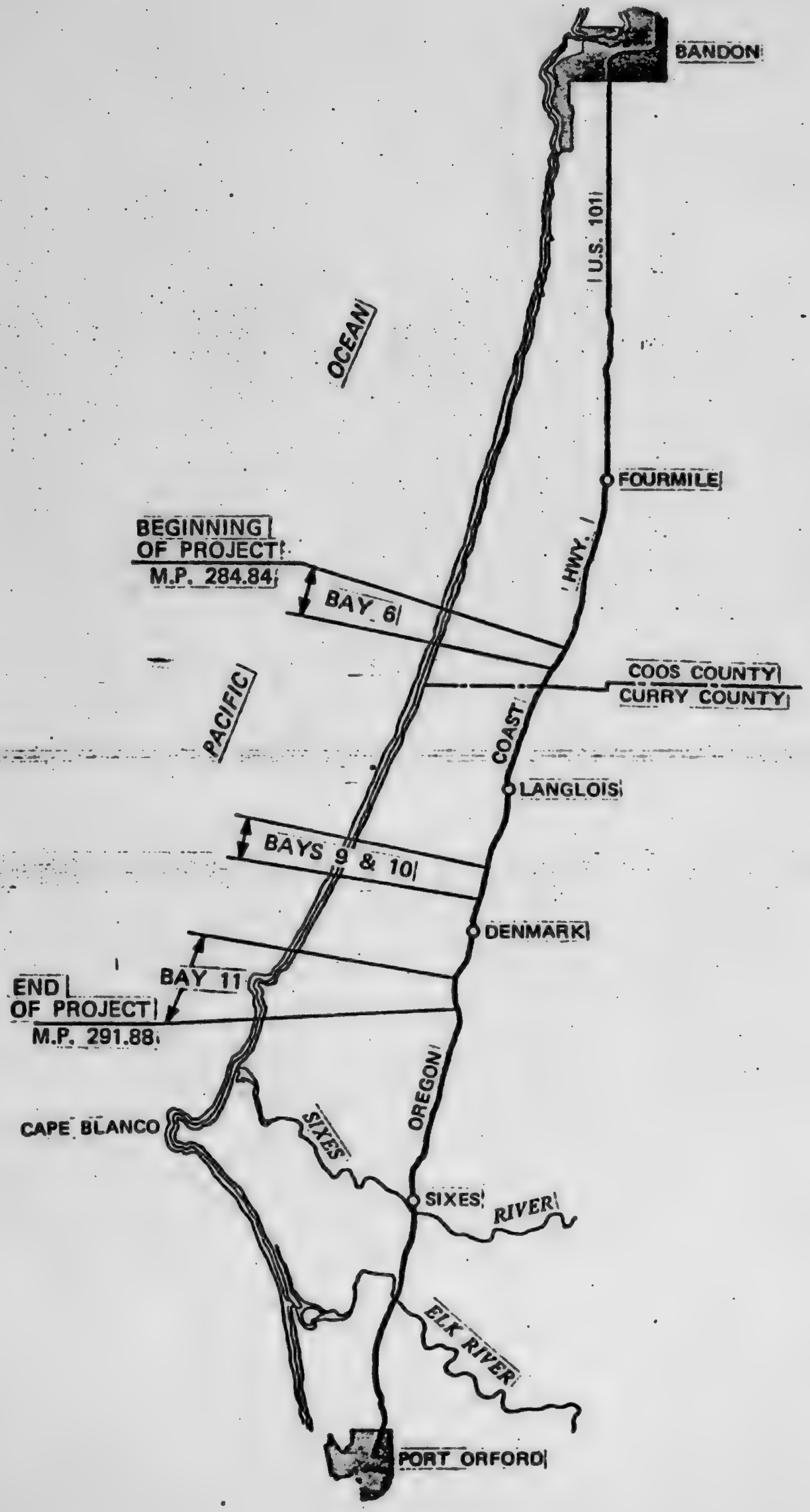
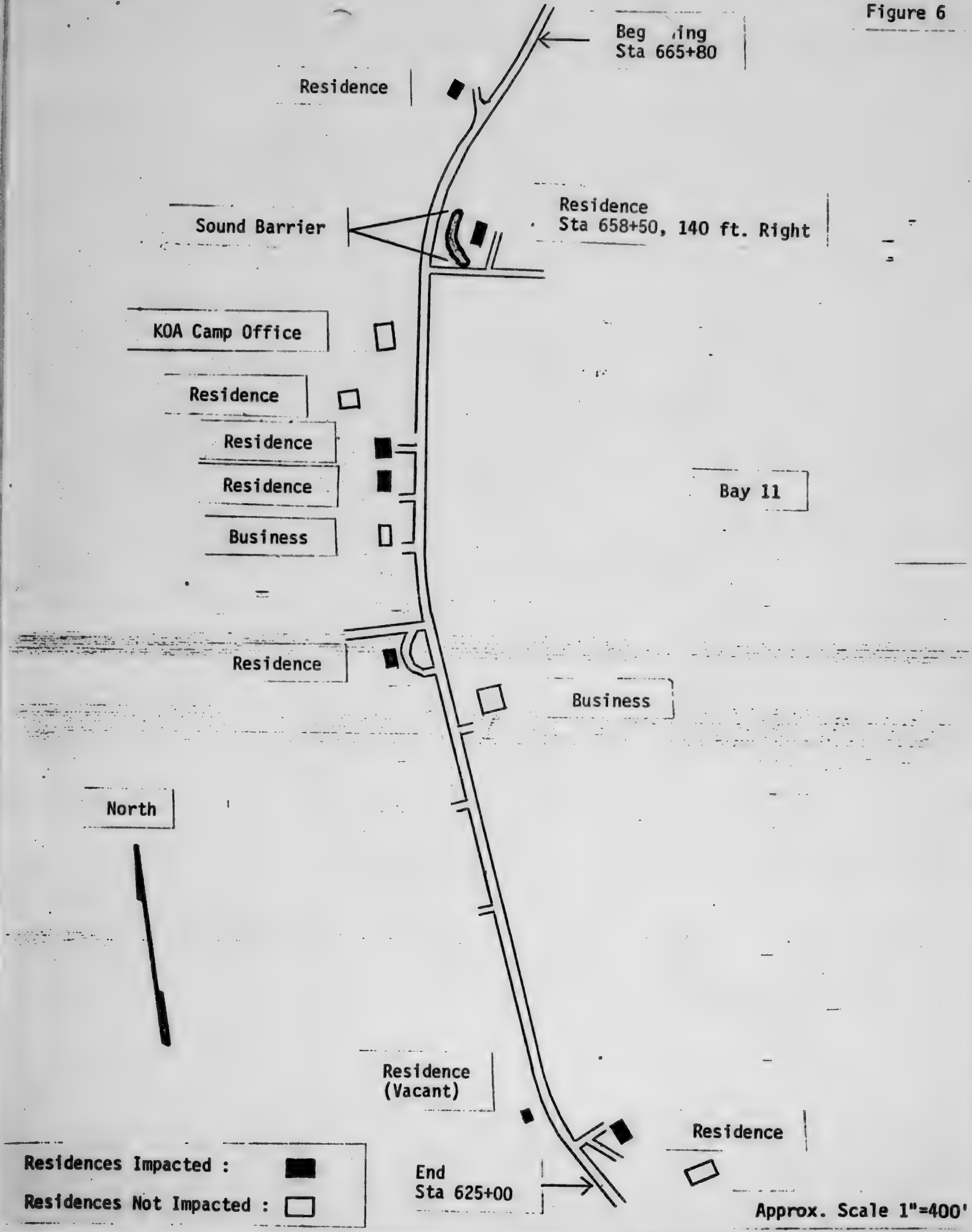

BANDON
U.S. 101
OCEAN
FOURMILE
BEGINNING OF PROJECT M.P. 284.84
HWY.
BAY 6
COOS COUNTY
CURRY COUNTY
PACIFIC
COAST
LANGLOIS
BAYS 9 & 10
DENMARK
BAY 11
END OF PROJECT M.P. 291.88
OREGON
CAPE BLANCO
SIXES
SIXES
RIVER
ELK RIVER
PORT ORFORD

Figure 6



Beginning Sta 665+80
Residence
Sound Barrier
Residence Sta 658+50, 140 ft. Right
KOA Camp Office
Residence
Residence
Residence
Business
Bay 11
Residence
Business
North
Residence (Vacant)
Residence
End Sta 625+00
Residences Impacted : ■
Residences Not Impacted : □
Approx. Scale 1"=400'

Table 6

Predicted Exterior LEQ Levels For The Residence At Road Station 658+50, 140 feet Right *

		1983	2000
No-Build Alternative:		61 dBA	62 dBA
Build Alternative:	Without Barrier -	61 dBA	63 dBA
	With Barrier -	56 dBA	58 dBA

Note - Barrier Is An Earthen Berm
Barrier Heighth = 6-10 ft.
Barrier Length = 200 ft.
Barrier Reduction = 5 dBA

* For interior levels assuming windows open, subtract 10 dBA.

9848

Form FHWA 121 (1/80)

t

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: *Oregon Project F-2-1(9)*
Revised Project Category Request
Bethel Creek-Stonecipher Road
Oregon Coast Highway
Coos/Curry Counties

Date: *August 20, 1980*

Reply to Attn. of: *HPD.2-OR*

From: *G. L. Green, Division Administrator*

To: *Mr. G. A. Potter, Manager, Environmental Section, OSHD*

NOTED
E. S. HUNTER

The subject project category request submitted with your July 31, 1980, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer

G. L. Green

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg. 3)

RECEIVED
TECHNICAL SERVICES
AUG 21 '80
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

9

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

GENERAL FILES

FEDERAL AID PROJECT NO. F-2-1(9)

STATE .JECT NO. See below

COUNTY NAME Coos - Curry

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90186

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 9 - '79
REFER TO
FOR

Info	Inves	R/D	D.R.	Sign	Act	File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-1-79

FEDERAL ROUTE NUMBER Primary 2

STATE ROUTE NUMBER Primary 9

GENERAL LOCATION:

Bethel Creek - Stonecipher Road Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) All phases of P.E. including archeological salvage, necessary to obtain an approved Final Negative Declaration

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 24, 1979, you are authorized to proceed with the above work for a TEC of $13,500 with Federal participation limited to $11,894.

DATE 5-1-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

April 18, 1979

Miss Paula Clarke
P. O. Box 575
Port Orford, OR 97465

Dear Miss Clarke:

The Highway Division is faced with many, many miles of highways that are not entirely adequate to carry the amount of traffic, particularly the weekend or seasonal recreation and tourist peaks.

We are also faced with the problem of resurfacing many miles of older roads that are showing their age and distress in the form of traffic ruts and chuckholes. There is a real serious problem in terms of having adequate finances with which to make the necessary improvements to our transportation system.

I have referred your letter of April 10, 1979, to our Region Engineer in Roseburg, Alfred Shirley, who is very familiar with the section of highway between Bandon and Port Orford and who will respond to your letter.

Sincerely,

Larry W. Rulien, Assistant Director
Policy and Program Development

LWR:jh
bc: Alfred Shirley, Jr. (Please send us a copy of your reply)
Bill Brown

Paula Clarke
P. O. Box 575
Port Orford, OR 97465

RECEIVED
STATE HWY ENGR
APR 17 '79
REFER TO A. Shirley
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

4-17
cy to

April 10, 1979

Dear Sir:

The tourist season is coming very fast. This means that traffic will increase a great deal. I live in Port Orford and am very concerned with the safety of Highway 101 in this area.

Traveling south from Bandon to Port Orford, there are only two passing lanes; one at Sixes River and one at Elk River. While this may be sufficient in the winter, it causes great difficulties in the summer tourist season. When traffic becomes heavy on Highway 101, the people become impatient and pass slow vehicles in very dangerous places.

Last year, several slow traffic turn-outs were made, but only one is for the southbound traffic. These turn-outs are short and few people use them, but they were put in such places that it would not be too difficult to make then into full length passing lanes.

It is my suggestion that this matter be seriously looked into. I have seen many close calls because of impatient drivers passing in dangerous places. It is unlikely that these drivers will change, so perhaps the roads should.

Sincerely,

Paula Clarke

P. S.

I am a senior at Pacific High School. One of the requirements we must fill before graduation is to present a problem to any branch of government and get their response to that problem. I would very much appreciate your comments on the problem I have presented so that I may meet the graduation requirements.

Thank you.

9848

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

4-16-79

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT--HWY DIV

PROJECT TITLE: Bandon Elk River (BETHEL CR- STONECIPHER RD)

DATE: April 16, 1979

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
APR 19'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

4-18-79 copies sent to:
G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Paul Burket, Aeronautics
A. Shirley, Region 3
B. E. Brown, Dist. 7
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7903 2 500

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

3-12-77
BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: [illegible] Due Date:

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
MAR 1 4 1979
DIVISION OF STATE LANDS

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By E.H.

COOS

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: ______________________ Due Date: APR 4 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - HIGHWAY 101 PASSING LANES

REMARKS (Please type or print legibly)

SITES ARE RECORDED ALONG THE COAST IN THIS AREA, CURRENT RESEARCH INDICATES MORE SITES ARE BEING FOUND INLAND.

Agency SHPO By David E Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7903 2 500 Due Date: APR 4 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Coos Curry – Dept of Transportation

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(✓) It has no adverse effect. (COOS SWCD)

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

(✓) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Please coordinate the implementation of the proposal with us.

CURRY SWCD

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

The Curry County SWCD is particularly interested in the former water supply and the proposed alternative or remedy. Please coordinate the implementation of the proposal with the Curry County SWCD.
P.O. Box 666
Gold Beach, OR 97444

Agency Soil & Water By Charles V. Liles/gp

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
STATE LIBRARY BUILDING, Salem, Oregon 97310
ROOM 306 Ph: 378-3732

RECEIVED
STATE HWY ENGR
APR 2'79
REFER TO
FOR
Info Inves R/D D/R Sign Act

STATE A-95 REVIEW

NOTICE OF CONTINUING INTEREST

7903-2-500

APPLICANT: OR DOT. HWY DIV

PROJECT TITLE: Bandon Elk River

DATE: March 27, 1979

☒ More information is requested by: Soil & Water
Please submit this information to the State Clearinghouse as soon as possible.

☐ Potential conflicts have been identified by: ______
(Details attached)

☐ Please confer with ______
Advise the Clearinghouse of the results of your conference by ______. If no resolution has been achieved, the Clearinghouse will arrange for a formal conference.

☐ The Clearinghouse wishes to arrange for a formal conference to explore issues raised. You will be contacted by phone to arrange details.

c: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Div.
B. L. Gifford
Reg. Engr.-A. Shirley
Dis. Engr.-B. E. Brown

NOTE: The Clearinghouse will sign off as soon as it is assured that questions have been answered and/or conflicts resolved.

Where no resolution is reached, the Clearinghouse requires submission of the final proposal for final review and comment a minimum of 30 days prior to submission to the funding agency (Phase III) Clearinghouse final comments must accompany the application to the funding agency.

3/12/79
BEN GIFFORD

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

[illegible] DIVISION
[illegible]

Notice of comment

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7903 2 500 **Due Date:** APR 4 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Coos Curry - Dept. of Transportation

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(✓) It has no adverse effect. (COOS SWCD)

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

(✓) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Please coordinate the implementation of the proposal with us.

CURRY SWCD

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Curry County SWCD is particularly interested in the former water supply and the proposed alternative or remedy. Please coordinate the implementation of the proposal with the Curry County SWCD.
P.O. Box 666
Gold Beach, OR 97444

Agency Soil & Water By Charles V. Liles/go

9P4V

(#2)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 12, 1979

TO: Executive Department
Federal Aid Coordination Unit

Coos-Curry Council of Governments
P. O. Box 647
1975 McPherson Street North
North Bend, Oregon 97459

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 7
Section: Bandon-Elk River (Bethel Cr.-Stonecipher Rd.)
Highway: ORE Coast Hwy. - US 101
County: Coos & Curry

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be April 12, 1979.

FILED
H. S. COULTER

BLG:pf
Attachments

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 3: A. Shirley, Jr.
District 7: B. E. Brown
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
MAR 12 '79
REFER TO
FOR

Info	Inves	P/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM
NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway	
03	12] APPLICANT ADDRESS STREET [45 ODOT Building	46] CITY [60 Salem	76] ZIP [80 97310
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378 · 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Bandon-Elk River (Bethel Cr.-Stonecipher Rd.)		
11	12] PROJECT LOCATION—CITY ORE. Coast Hwy. US 101	PROJECT LOCATION—COUNTY Coos and Curry	PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Purpose: Ease traffic flow and upgrade conditions of safe travel by constructing

06 12] passing bays at strategic locations throughout subject section. Field surveys [71

07 12] defined eleven passing bays (or climbing lanes). This project can no longer be [71

08 12] funded with with 74 Bond Monies, therefore, we are requesting Federal participation. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
1,247,000		203,000			1,450,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: March 12, 1979

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	April	12,	1979

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

B Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

C Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: March 12, 1979

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Major-Nonsignificant environmental impact under Oregon's Action Plan.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date September 16, 1975

A. PROJECT IDENTIFICATION

RF-109 (-)

Name of Project* Bandon-Elk River (Bethel Creek-Stone Cipher Road Unit)
(Section)

Location of Project Oregon Coast Highway (Highway Name) U.S. 101, ORE 9 (Highway No., US - ORE)

(City) Coos/Curry (County) III (Region)

Program FA (Funding) $1,000,000 (Estimated Cost) 6-1302 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Ease traffic flow and upgrade conditions of safe travel by constructing passing bays at strategic locations throughout subject section. Field surveys defined eleven passing bays (or climbing lanes). Funding limitations resulted in prioritzing the eleven bays and ultimately selecting four bays for the initial construction phase (scheduled for 1976).

Origin and History: In 1974 the OSHD requested all administrative districts to submit prioritized project lists for projects potentially fundable through the proceeds of State Highway System bond sales. Administrative District 7, which includes all

(cont., page 1a)

C. DESCRIPTION OF PROJECT

Length Total project section: 16.58 miles; first phase (4 bays)=7.04 miles; bays themselves (4) total 1.8 miles in length.

Termini Total project: M.P. 284.84-291.88; first phase (4 bays)=284.84-291.08

Alignment ☐ New ☐ Existing ☒ Combined Construction of passing bays to satisfactory standards will require minor departure from the existing alignment.

* This assessment primarily addresses phase 1 of a more extensive passing bay program ultimately affecting the entire section. An evaluation of the cumulative effect of the entire program is not presently possible because engineering designs on remaining bays have not been finalized.

CATEGORY
3 PROJECT

NON-SIG
[illegible]

(Form (1) 9-74)

of the subject road section, received four projects for potential funding under the first $25 million dollar bond sale; the subject project is included in this list. In short, the subject project evolved from a series of interactive steps between the Highway Division and the A.D. #7 Council of Governments, culminating in its inclusion in the first bond sale work program. In the event that bond monies are unavailable, the Highway Division will request federal participation.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Approximately 15 acres acquired from 25 parcels which comprise a total abutting area of 1,400 acres. Implementation of the

cont. page 2a

Typical Section Four lane passing section (Bays 9&10): 4-12' lanes w/8' shoulders. Three lane "climbing lane" sections (Bays #6, and 11): 3-12' lanes w/6' shoulders on climbing lane and 8' shoulder on adjacent lane (see Attachment C).

Structures None.

Characteristics (ADT) (1974) 2,800-3,100 ADT for project section encompassing first phase projects.

Other General Information (or Supplemental information to items) Plans call for demarcation of bike lane on outermost three feet of passing bay shoulder.

Project Sketch Map is Attached: ☒ Yes ☐ No (See Attachments A and B).

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Location alternatives were not studied because of the scope and purpose of this project. Further, explicit design alternatives have not be put forth for evaluation. Rather, the proposed passing bays were formulated on the basis of design criteria that attempted to maximize the use of the existing alignment (where practicable) and minimize traffic congestion at those points emerging from a series of congestion inducing curves and/or gradient.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☐ Required ☒ Recommended*

Type Corridor/Design Tentative Date(s)

A-95 Review: ☐ Not Required ☒ Required

*Recommended because adjacent residences are highly sensitive to adverse impacts generated by this project. A public hearing will provide the forum necessary to gauge the degree of potential impacts as expressed by affected individuals.

entire project would require about 40 acres of roadside land area; vacant, agricultural, and rural-residential land use predominates roadside character.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Topography in the project area is typical of the elevated marine terraces commonly found between Bandon and Port Orford. These terraces are relatively youthful and consist of a gently sloped plain with numerous small stream gullies. Sands and gravels up to 100 feet in thickness characterize the terraces. Soils in the project area are generally poorly drained, largely being sandy loams; erosion potential should be slight. Vegetation bordering the highway intermitantly consists of conifers, hardwoods, brush, pasture grasses and less frequently, raw crops. The food, cover and shelter afforded by this vegetation is probably well suited for wildlife.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The subject highway section traverses sparsely populated portions of rural Coos and Curry Counties. Communities in the project vicinity include Denmark (unincorporated) and Langlois (unincorporated). Much of the adjacent land area is in an undeveloped state; development is limited to roadside rural-residential (some farming) and less frequently, a mixture of residential-commercial. Existing roadside vegetation screens a number of the residences from highway traffic. Due to the close proximity of residences to the highway, vehicle noise must be obvious; air quality should be generally good since traffic volumes are relatively low and direct sources of air pollution are absent. Public utilities adjacent to the roadway include power transmission lines and buried telephone cable; most residences have private sewer (septic tanks) and water (wells) systems.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Approximately 15 acres of roadside land area currently in residential, commercial, agricultural and/or vacant uses. Relocation requirements include one mobile home, a vacant dwelling and a business. A farmer's water supply may be irrepacably damaged. Implementation of the total project would require as many as five additional residences and an (cont 4a)
   Consequences: Loss of wildlife habitat, loss of amenities by clearing vegetational buffer situated between residences and highway, potential that disrupted septic systems cannot be replaced (in absence of sanitarians permit), psychological hardship imposed on residential occupants displaced, despite compensation, permanent alteration in residential liveability at residences whose frontages are sizably reduced.
2. Estimated Changes in Traffic Patterns:

   While project is aimed at improving mobility along the subject section of U.S. 101, it is not expected that the betterment will induce changes in the established traffic pattern because intervening north-south travel opportunities are absent.

   Consequences:

3. Estimated Changes in Land Use: This project is not expected to induce land use changes such as attracting commercial outlets, although the access control policy (partial) does not discourage roadside development. Property severance damages and the inability to restore sewer services at residences whose septic systems are disrupted could cause some parcels to revert to a vacant status.
   Consequences: The ultimate fate of the business to be displaced is presently unknown.

4. Expected Adverse Effects on Natural Ecological Resources:

   Reduced habitat available for wildlife species.

   Consequences:

   Decrease in number of species present. In long-run, however, road kill could decrease as result of diminished habitat available alongside road.

5. Expected Adverse Effects on Cultural and Scenic Resources:

   Residential frontage reduced in size, sewer and water systems disrupted, roadside vegetation removed.

   Consequences:

   Residential environment degraded by removal of vegetational screens and reduced frontages - resulting in increase noise levels at affected residences. Several properties may be damaged in a manner that is not fully compensable since the time spent to develop the properties to suit individual tastes is lost (this is especially true when the individuals are retired and therefore have fewer years left to reconstruct).

additional business; these potential relocations may be avoided pending future design revisions of the original field survey.

6. Preliminary Identification of Areas of Critical Environmental Concern:
   1. Treatment of homeowners sustaining damages from proposed improvement.

7. Potential for Controversial Issues:
   1. Noise and visual impacts on roadside residences.
   2. Location of passing bays.
   3. Adequacy of compensation to homeowners.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	XXX		
Urban Economist	XXX		
Water Quality Spec.	XXX		
Acoustical Engineer		XXX	
Air Quality Engineer	XXX		
Cultural Geographer	XXX		
Urban Planner	XXX		
Geologist	XXX		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☒ Major Action

☐ Significant ☒ Non-Significant

☐ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☐ Assessment Only

☐ Section 4(f)

☒ Negative Declaration

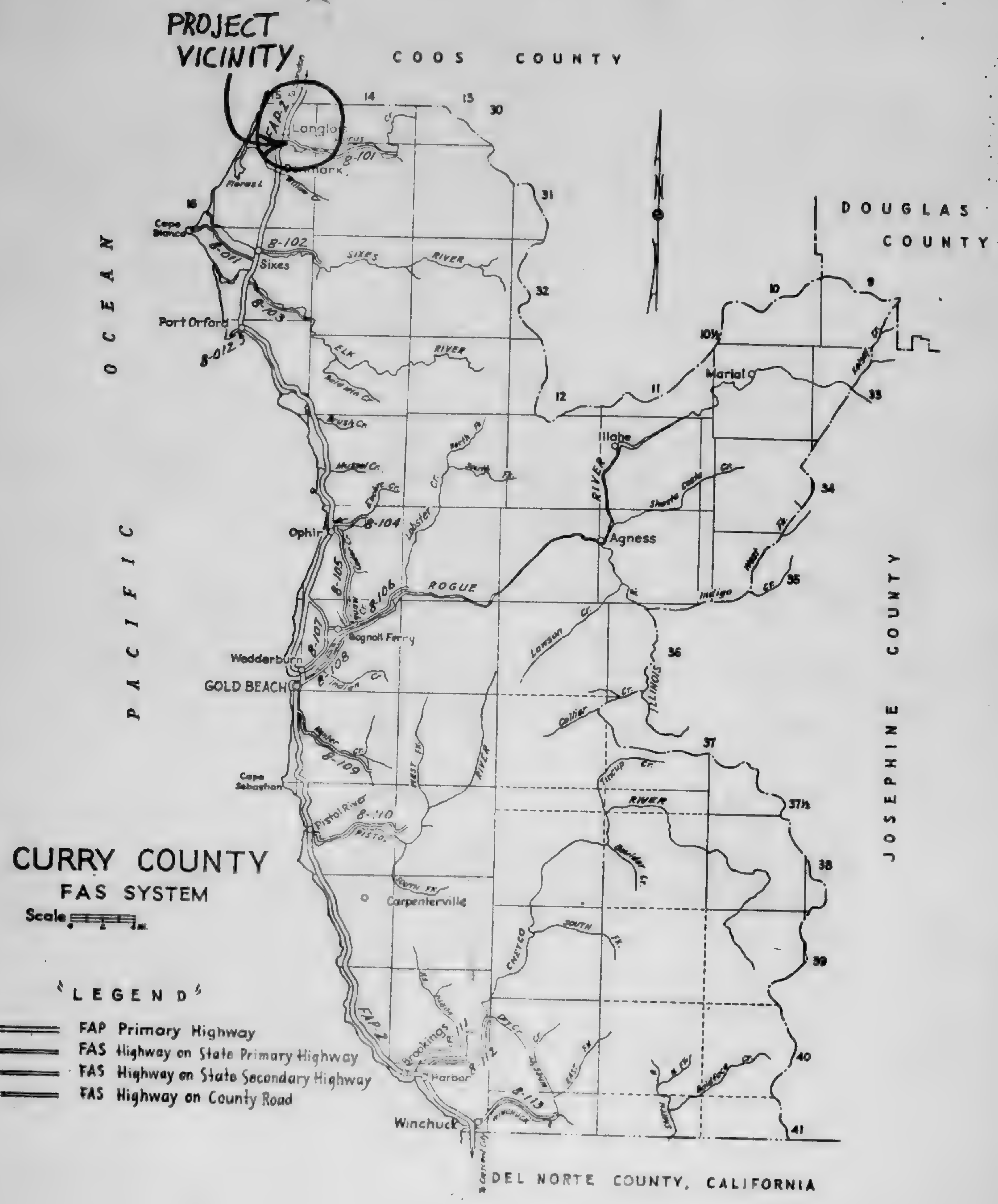
☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other______________________

The type of action recommended is based on right-of-way requirements which will have a discernible impact on people occupying abutting residences and on proprietors of commercial outlets.

ATTACHMENT A


PROJECT VICINITY
COOS COUNTY
DOUGLAS COUNTY
JOSEPHINE COUNTY
DEL NORTE COUNTY, CALIFORNIA
PACIFIC OCEAN
N
Langlois
Denmark
Cape Blanco
Sixes
Sixes River
Port Orford
Elk River
Ophir
Agness
Illahe
Marial
Rogue River
Bagnall Ferry
Wedderburn
GOLD BEACH
Cape Sebastian
Pistol River
Carpenterville
Brookings
Harbor
Winchuck
Chetco River
Illinois River
Lobster Cr.
Lawson Cr.
Indigo Cr.
Collier Cr.
Hunter Cr.
Indian Cr.
Boulder Cr.
Tincup Cr.
Shasta Costa Cr.
FAP 2
8-101
8-102
8-011
8-103
8-012
8-104
8-105
8-106
8-107
8-108
8-109
8-110
8-111
8-112
8-113
9
10
10½
11
12
13
14
15
16
30
31
32
33
34
35
36
37
37½
38
39
40
41
CURRY COUNTY
FAS SYSTEM
Scale 0 2 4 Mi.
"LEGEND"
FAP Primary Highway
FAS Highway on State Primary Highway
FAS Highway on State Secondary Highway
FAS Highway on County Road

INDEX OF SHEETS	
[illegible]	[illegible]
1	Title Sheet

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

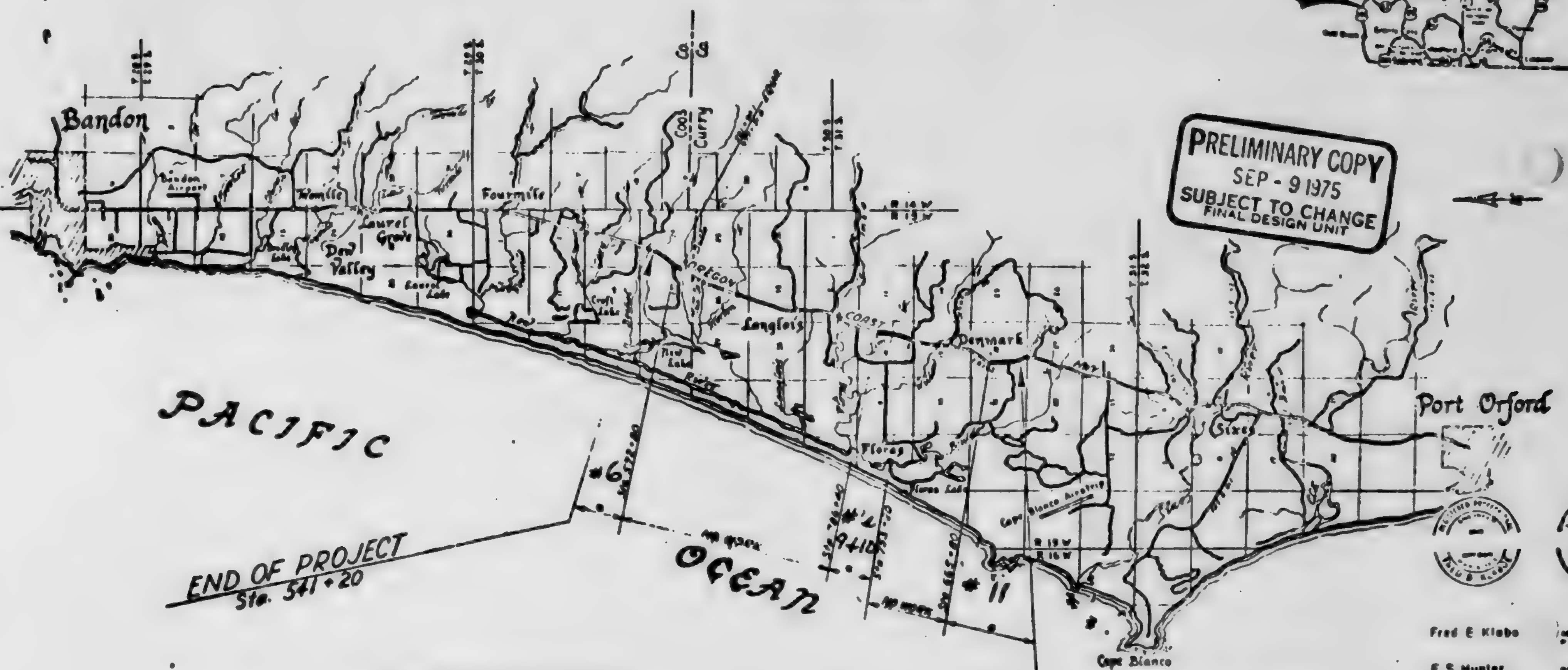
BETHEL CREEK ~ STONECIPHER ROAD SEC.

OREGON COAST HIGHWAY

COOS & CURRY COUNTIES

[illegible]	[illegible]	[illegible]	[illegible]
10	OREGON		

PRELIMINARY COPY
SEP - 9 1975
SUBJECT TO CHANGE
FINAL DESIGN UNIT


Bandon
Bandon Airport
Twomile
Laurel Grove
Dew Valley
Fourmile
Coos
Curry
OREGON
Langlois
COAST
Denmark
Floras Lake
Cape Blanco Airstrip
Sixes
Port Orford
Cape Blanco
PACIFIC
OCEAN
#6
#4
9410
#11

END OF PROJECT
Sta. 541+20

BEGINNING OF PROJECT
Sta. 625+00

* Immediate Construction Project

Sketch Map
Scale Miles

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	[illegible]
Gordon Coleman	[illegible]
Michael P. Hollern	[illegible]
Robert L. Mitchell	[illegible]
Tom Welsh	[illegible]
George M. Baldwin	[illegible]

Fred E. Klabo

E. S. Hunter

PROJECT LOCATION

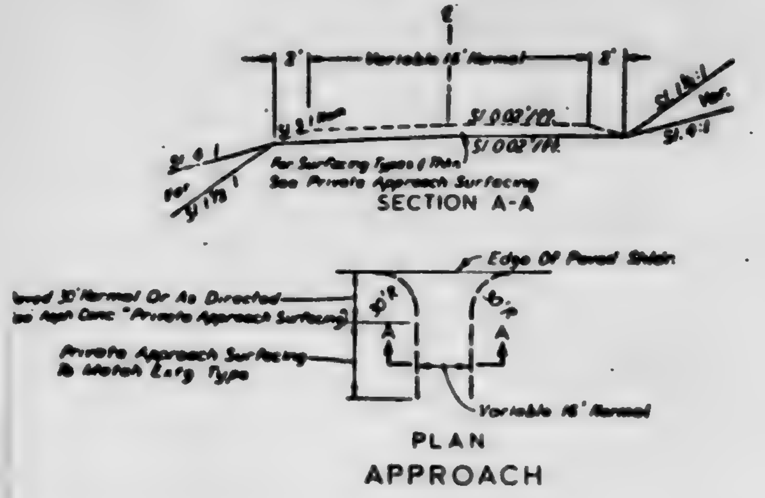
ATTACHMENT B

BETHEL CREEK-STONECIPHER ROAD SEC.
OREGON COAST HIGHWAY
COOS & CURRY COUNTIES
1

TYPICAL SECTIONS

BETHEL CREEK-STONECIPHER ROAD SEC.
OREGON COAST HIGHWAY
COOS & CURRY COUNTIES

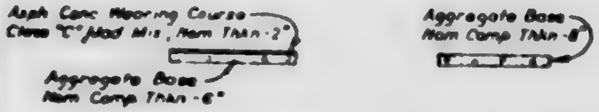
10	OREGON			2



℄
2'
Variable 16' Normal
2'
Sl 2:1 Nom
Sl 0.02'/Ft.
Sl 0.02'/Ft.
Sl 4:1
Var.
Sl 1½:1
Sl 1½:1
Var.
Sl 4:1
For Surfacing Types & Thkn.
See Private Approach Surfacing
Edge Of Paved Shldr.
Paved 30' Normal Or As Directed
See Asph Conc "Private Approach Surfacing"
Private Approach Surfacing
To Match Exist. Type
30' R
30' R
A
A
Variable 16' Normal

SECTION A-A

PLAN
APPROACH

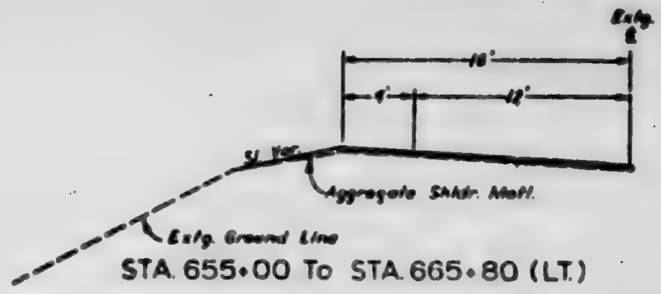


Asph Conc Wearing Course
Class "C" Mod Mix, Nom Thkn - 2"
Aggregate Base
Nom Comp Thkn - 6"
Aggregate Base
Nom Comp Thkn - 8"

ASPHALT CONC.

GRAVEL

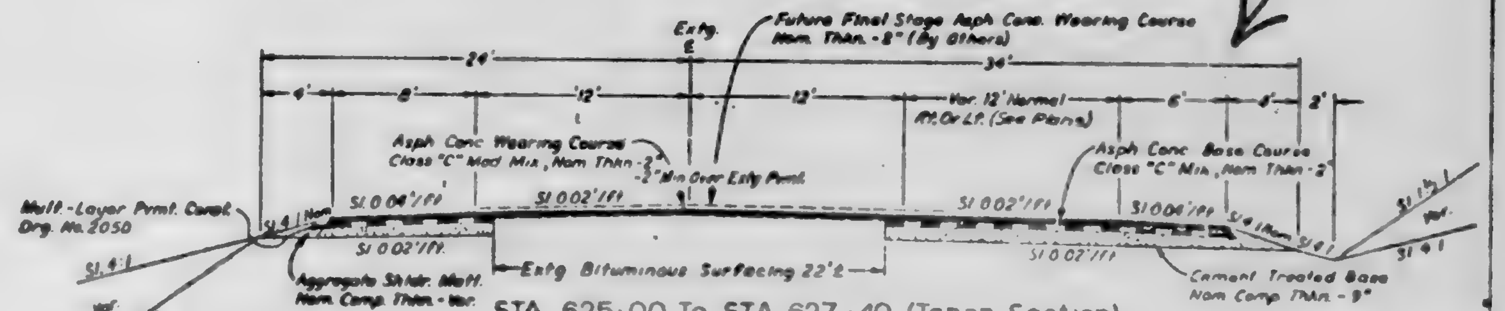
PRIVATE APPROACH SURFACING



Extg. ℄
16'
4'
12'
Sl Var.
Aggregate Shldr. Matl.
Extg. Ground Line

STA. 655+00 To STA. 665+80 (LT.)

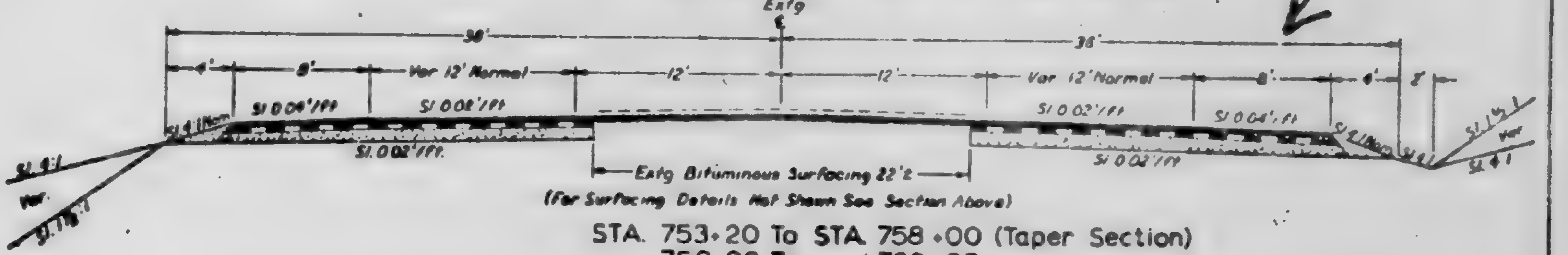
Bays 6+11



Extg. ℄
Future Final Stage Asph Conc. Wearing Course
Nom. Thkn. - 2" (By Others)
24'
34'
4'
8'
12'
12'
Var. 12' Normal
Rt. Or Lt. (See Plans)
6'
4'
2'
Asph Conc Wearing Course
Class "C" Mod Mix, Nom Thkn - 2"
-2" Min Over Extg Pvmt.
Asph Conc Base Course
Class "C" Mix, Nom Thkn - 2"
Mult.-Layer Pvmt. Const.
Drg. No. 2050
Sl 4:1 Nom
Sl 0.04'/Ft
Sl 0.02'/Ft
Sl 0.02'/Ft
Sl 0.04'/Ft
Sl 4:1 Nom
Sl 4:1
Sl 0.02'/Ft.
Sl 0.02'/Ft
Sl 4:1
Var.
Sl 1½:1
Sl 1½:1
Var.
Sl 4:1
Aggregate Shldr. Matl.
Nom Comp. Thkn. - Var.
Extg Bituminous Surfacing 22'±
Cement Treated Base
Nom Comp Thkn. - 9"

STA. 625+00 To STA. 627+40 (Taper Section)
627+40 To 661+40
661+00 To 665+80 (Taper Section)
665+80 To 753+20 (No Work)
572+80 To 571+00 (Taper Section)
571+00 To 546+00
546+00 To 541+20 (Taper Section)

Bays 9+10



Extg. ℄
38'
36'
4'
8'
Var. 12' Normal
12'
12'
Var. 12' Normal
8'
4'
2'
Sl 4:1 Nom
Sl 0.04'/Ft
Sl 0.02'/Ft
Sl 0.02'/Ft
Sl 0.04'/Ft
Sl 4:1 Nom
Sl 4:1
Sl 0.02'/Ft.
Sl 0.02'/Ft
Sl 4:1
Var.
Sl 1½:1
Sl 1½:1
Var.
Sl 4:1
Extg Bituminous Surfacing 22'±
(For Surfacing Details Not Shown See Section Above)

STA. 753+20 To STA. 758+00 (Taper Section)
758+00 To 780+00
780+00 To 782+40 (Taper Section)
786+40 [EQUA. 997+51.8 Bk. / 581+94.1 Ah.] To 572+80 (No Work)

Batson, Sillo, Stutsman

[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
October 10, 1978
Salem, OR 97310

FILE: RECEIVED
TECHNICAL SERVICES
OCT 13 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Ign | Act | File

FROM: Gary A. Potter, Manager
Manager

SUBJECT:

TO: MEMO TO FILE

The following people met to discuss the type of information needed on projects in order to successfully advance projects through the DEIS and hearing stage. The following people attended:

- Archie Judson
- George Wills
- Bob Ewen
- Cam Gilmour
- Hal Versteeg
- Willis Hackleman
- Frank Terpin
- Duane Christensen
- Gary Potter

1 Versteeg ✓
copied / Christensen
/ George
copied / Olson
/ Terpin
Sullivan
Scott
Andersen

RECEIVED
OCT 12 1978
ENGINEERING SECTION

2 Trout
Do Not File ☐
Return To
Bring Up / /
Action

The following projects were discussed:

Sutton Lake - Florence

Information will be developed on the alternatives and preliminary hearing maps will be prepared by A. Olson. F. Terpin will begin a hydraulics and drainage study and order new aerial photography for the project. The studies will also include examination of Danlingtonia State Park, material sources, haul, borrow and waste disposal areas.

This information will be developed by November 1, so that a hearing can be held early in 1979.

Klamath Falls - S. Side Bypass

To date, there has been virtually no engineering on the project. The FEIS will cover the entire bypass route plus the truck route. The information will be prepared on a priority basis as outlined in Hal Versteeg's memo (attached) after Bob Ewen, George Wills, Wayne Cobine, Cam Gilmour, and Tom Arnold meet in the field next week.

Wayne Cobine thought two months would be adequate, but that may need to be verified.

Bethel Cr.-Stonecipher Rd.

This project has reached an advanced stage. Duane Christensen is working on contract plans. The Environmental Section will assign a project manager to begin working on the draft negative declaration.

South Santiam River Bridge

The field location survey is due in Frank Terpin's shop November 30. Bob Ewen will coordinate. Environment will assign a project manager to begin the Draft Negative Declaration.

Coast Range Summit - Dudlee Hill

Location will furnish the information by the end of next week.

72nd Avenue Ramps

DEQ will give the green light this week, so the DEIS will be started soon. The design data is due in Salem, November 1.

Greeley I-5/Basin/Going

The items in Hal's memo are underway, with the following people assigned lead responsibility:

1. Bothman
2. Bothman
3. A. Olson
4. Potter
5. Potter
6. L. E. George

Park Place - Clackamas CC

Everything has been furnished to Environment. We will check this to make sure all information is in.

GAP:lb

cc: All Participants

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 29, 1978

FILE:

FROM: J. H. Versteeg
Engineering

SUBJECT: Engineering Data
DEIS-FEIS

TO: MEMO TO THE FILES

A meeting is scheduled at 9:00 a.m. Tuesday, October 10, 1978, in this office to discuss ways of providing engineering data to the Environmental Section in a more orderly manner. The intent is to avoid delays and loss of effort in completing draft and environmental statements.

It is suggested that Frank Terpin will be responsible to obtain or develop all necessary information on rural highway projects. Adrian Olson will assume a greater responsibility for urban projects. He will be asked to supply data, assist in developing information and, in the case of Region 1 and Metro projects, will act as liaison and expeditor to the extent possible.

Frank Terpin and Adrian Olson will be asked to share this responsibility and share manpower to carry out this assignment. They will establish a completion date when the information will be supplied to the Environmental Section for their use. A monthly meeting is suggested to discuss mutual problems.

The following people are invited to attend the meeting:

Frank Terpin
George Wills
Adrian Olson
Gary Potter
Cam Gilmour
Arch Judson
Willis Hackleman
Duane Christensen
Hal Versteeg

The following list of projects will be discussed in detail.

Project	Data
Sutton Lake-Florence Document: DEIS	1. For Alternatives 2 & 3: Earthwork and materials quantities and acreages to be cleared and grubbed. 2. For Alternatives 1, 2 & 3: Cross-sections, cost estimates and drainage plan.

Project	Data
The Dalles-Calif. Hwy.-Washburn Way (K. Falls Southside Bypass) Truck Route and bypass route **Document:** FEIS Colburn Tim Arnold	1. Profiles, cross-sections, detail map and photomosaic. Engineering narrative should accompany this information. 2. Earthwork, materials and soil character information, including borrow sources and waste sites. 3. Right-of-way acquisition, including access control. 4. Details of intersection at northern terminus and any changes in location of railroad tracks. 5. Delineation of bypass route under construction and intersection with Route 39, Homedale Rd., Summers Lane, Altamont Dr. & Washburn Way. Include engineering narrative for this unit. 6. Most likely means of crossing irrigation channels and any engineering detail possible (lengths, culvert diameters, etc.). 7. Traffic control at railroad crossings (list at grade crossings and separations). 8. Proposed access control along bypass route. 9. Cost estimates, including right-of-way cost and relocation. 10. Traffic data: (Fig. 9 DEIS) - Need 1977 values for Johns Ave., Washburn Way near Johns Ave. and Airway Drive.
Bethel Cr.-Stonecipher Rd. **Document:** DND	1. Profiles, cross-sections, detail map (preliminary designs) and photomosaic.
South Santiam River Bridge **Document:** DND Evan [illegible] due in November [illegible]	2. Traffic data for all alternatives, including accident data.

Project	Data
	3. Earthwork and materials information, including borrow sources and waste sites. 4. Right-of-way data. 5. Reconnaissance cost estimates, including right-of-way.
Coast Range Summit-Dudlee Hill **Document**: DEIS Terris-Hack Bill et Next week (Oct 20)	1. For new Alternative: Detail map, cross-sections and profiles, earthwork and material data and cost information. Information should also be provided for cost of avoiding further encroachment into Ellmaker State Park.
72nd Avenue Ramps **Document**: DEIS Due in 11/1/78	1. Clear drawings (to scale) of the revised alternatives; show lanes, etc. 2. New right-of-way information. 3. Updated information for borrow, excavation, embankment and materials needed. 4. Updated cost figures.
Greeley I-5/Basin-Going **Document**: FEIS	Bethmann 1. Cost estimates for a full Going Street Alternative. a) Includes interchange at Interstate Ave. b) Modifications necessary to I-5 to make this alternative work. Bethmann 2. Right-of-way estimates for full Going Alternative. Include R/W necessary for full noise attenuation treatment of Going St. Ellen 3. New right-of-way information for Greeley-I-5 ramps. Pete 4. Cost estimates and preliminary design information for any noise attenuation planned (other than Going St.). Pete 5. Any information available regarding the fill permit for the lagoon. See D. Curtis Lewis 6. Traffic for Going Street Alternative.

Project	Data
Park Place-Clackamas CC Document: DEIS	1. Final detail maps and estimates for both alternatives. 2. Right-of-way requirements and costs. 3. Traffic data and analysis for each alternative.

JHV:jh

cc: All Participants

G447

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 2, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project RF-109(-)
Bandon-Elk River (Bethel Creek-Stone Cipher Road Unit)
Oregon Coast Highway
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's September 29 letter has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration. This concurrence involves the four passing bays specifically addressed in this assessment; in the future if construction of the other seven passing bays mentioned in this assessment is proposed, a separate environmental assessment will have to be conducted at that time. Also, a public hearing or the opportunity for a public hearing should be a requirement for this project.

It should be understood that our concurrence is only on the type of action and type of environmental document.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

RECEIVED
STATE HWY ENGR
DEC 9 '75
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cy Schroeder

RECEIVED
DEC 10 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

1984 Myrtle Ave.-Fir Ave. 9849
(Coos Bay) Sec, Oregon Coast
Hwy. (gr, pav.)

3849

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER 8-61	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County COOS
PROJECT REPORT NUMBER		Project Number HES-2-2(16)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 4, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 313,534	$ 307,024
Federal funds	$ 282,180	$ 276,321
Other revisions		

This modification is made for the following reasons: To include anticipated increase in preliminary engineering costs and to release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of AUG, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon July 29, 1986

Federal-Aid Project No. HES-2-2(16)

Myrtle Avenue-Fir Avenue (Coos Bay) Section
Oregon Coast Highway
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	Lump Sum	All	Lump Sum	$28,490.00
			TOTAL	$28,490.00

Type Code Y008
Channelization (Sta. 236+25 to Sta. 265+48)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Asphalt Cement in Mixture	$188.00	250	$47,000.00	208.84	$39,261.92	
SUBTOTAL			$47,000.00		$39,261.92	
					Decrease (-)	$ 7,738.08
					SUBTOTAL from Estimate on July 17, 1984	242,615.35
					Subtotal	$234,877.27
					Engineering	30,490.73
					Total	$265,368.00

Length of Project ------------------- 0.00 mi.

WORK RETAINED IN RESERVE

TOTAL as on Estimate of July 17, 1984 $ 13,166.00

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering	141	$ 28,490.00	$ 25,641.00	$ 2,849.00
Channelization	141	265,368.00	238,831.00	26,537.00
Reserve	141	13,166.00	11,849.00	1,317.00
TOTAL		$307,024.00	$276,321.00	$30,703.00

Group 1: 100%
Contract No. 9849
Prefix: 6-1978
Prefix: C09849

RLC:pf

9849

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-192	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER	7- [illegible]	County COOS
MODIFICATION NUMBER 1		Project Number HES-2-2(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 4, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 25,000.00	$ 313,534.00
Federal funds	$ 22,500.00	$ 282,180.00
Other revisions		

This modification is made for the following reasons: To include the construction contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of July, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 17, 1984

FEDERAL AID PROJECT NO. HES-2-2(16)

MYRTLE AVENUE-FIR AVENUE (COOS BAY) SECTION
OREGON COAST HIGHWAY
COOS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.

Preliminary Engineering	Lump Sum	All	--	$25,000.00
			TOTAL	$25,000.00

TYPE CODE Y008
CHANNELIZATION (Sta. 236+25 to Sta. 265+48)

Mobilization	Lump Sum	All	--	$ 25,900.00
Temporary Protection and Direction of Traffic	Lump Sum	All	--	2,270.00
Temporary Signs	Sq.Ft.	168	$ 7.00	1,176.00
Temporary Barricades	Each	2	45.00	90.00
Sequential Arrow Signs	Each	2	680.00	1,360.00
Flaggers	Hour	400	17.25	6,900.00
Removal of Structures and Obstructions	Lump Sum	All	--	12,600.00
General Excavation	Cu.Yd.	1,442	3.35	4,830.70
Cold Plane Pavement Removal	Cu. Yd.	50	56.85	2.842.50
Trench Excavation	Cu.Yd.	228	11.90	2,713.20
Furnishing and Placing Topsoil	Cu.Yd.	85	8.45	718.25
1"-0 Aggregate Base	Ton	1,630	8.80	14,344.00
Class "C" Asphalt Concrete Mixture	Ton	4,200	16.52	69,384.00
Asphalt Cement in Mixture	Ton	250	188.00	47,000.00
Hydrated Line in Mixture	Ton	42	110.00	4,620.00
12-inch Storm Sewer Pipe	Lin.Ft.	538	11.90	6,402.20
Extra for Pipe Under Pavement	Lin.Ft.	506	15.25	7,~~8~~716.50
Concrete Inlets, Type "G-2"	Each	3	455.00	1,365.00
Concrete Inlets, Type "CG-2"	Each	6	505.00	3,030.00
Concrete Curbs	Lin.Ft.	480	7.60	3,648.00
Extra for Asphalt Approaches	Each	31	125.00	3,875.00
Concrete Barrier, Non-standard	Lin.Ft.	110	80.00	8,800.00
Geotextile Fabric in Stablization	Sq. Yd.	2,600	1.00	2,600.00
Adjusting Manholes	Each	3	210.00	630.00
Capping Inlets	Each	8	100.00	800.00
				$235,615.35

ANTICIPATED ITEMS

Permanent Pavement Striping	Lump Sum	All	--	$ 6,000.00
Temporary Pavement Striping	Lump Sum	All	--	1,000.00
				$ 7,000.00
			SUBTOTAL	$242,615.35
			Engineering	32,752.65
			TOTAL	$275,368.00

Length of Roadway ------------------ 0.00 mi.

WORK RETAINED IN RESERVE

Permanent Signing	Lump Sum	All	--	$ 1,500.00
Traffic Signal Revision	Lump Sum	All	--	6,100.00
Class "A" Pipe Bedding	Lump Sum	All	--	1,000.00
Raised Pavement Markers	Lump Sum	All	--	2,800.00
Concrete Barrier Reflectors	Lump Sum	All	--	200.00
			SUBTOTAL	$ 11,600.00
			Engineering	1,566.00
			TOTAL	$ 13,166.00

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Preliminary Engineering	$ 25,000.00	$ 22,500.00	$ 2,500.00
Channelization	275,368.00	247,831.00	27,537.00
Reserve	13,166.00	11,849.00	1,317.00
TOTAL	$313,534.00	$282,180.00	$31,354.00

Group 1: 100%
Contract No. 9849
Prefix: 6-1978
Prefix: 6-1089

CL:WH:pf

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
5-40

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: Oregon
County: Coos
Project No.: HES-2-2(16)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101, Myrtle Ave. to Fir Ave. (Coos Bay)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-20-83	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT: $ 25,000.00

FEDERAL FUNDS: $ 22,500.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XXXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator: MAY 4 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon May 3, 1983

Federal-Aid Project
No. HES-2-2(16)

Myrtle Ave.-Fir Ave. (Coos Bay) Section
Oregon Coast Highway in
Coos County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 25,000.00
	Total	$ 25,000.00

Length of Project ----------------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 25,000.00	$ 22,500.00	$ 2,500.00
Retain in Program Contract Work	295,000.00	265,500.00	29,500.00
	$ 320,000.00	$ 288,000.00	$ 32,000.00

Group 1 100%
Prefix: 6-1978

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-2-2(16)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Coos
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 30083
6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE August 7, 1986
8. FEDERAL ROUTE NUMBER Primary 2
9. STATE ROUTE NUMBER Primary 9
10. GENERAL LOCATION:
Myrtle Ave. - Fir Ave. (Coos Bay) Section
11. GENERAL DESCRIPTION OF WORK
Program Change
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 7/29/86 we approve the revised Preliminary Engineering costs to a TEC of $28,490; Federal Funds $25,641.

(Increase TEC $3,490; Federal Funds $3,141)

RECEIVED
STATE HWY ENGR
AUG 12 '86
REFER TO Potter
FOR
Info Invcs R/D D/R Sign [illegible] [illegible]

Orig to
8/13

14. DATE 8/11/86
15. SIGNATURE OF APPROVING OFFICIAL G. K Hossner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

bi

cc: OSHD (L. W. RULIEN)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY COOS	DIVISION OREGON
DATE OF REPORT 3-17-86	REPORT MADE BY W. N. BRYANT, AREA ENGINEER		PROJECT NO. HES 2-2(16)
COMPLETION DATE (Actual) 9-27-84	ACCEPTANCE DATE BY CONRTACT AGENCY 9-26-85	TIME ELAPSED 98 %	CONTRACT TIME SCD of 9-30-84

LOCATION

U.S. 101, MYRTLE AVE - FIR AVE IN DOWNTOWN COOS BAY

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MYRTLE AVENUE - FIR AVENUE SECTION
OREGON COAST HIGHWAY
Grading & Paving

This project provided for the removal of islands, construction of aggregate base and asphalt concrete overlay, construction of curbs and barrier and other incidental work common to this type of project.

A contract in the amount of $235,615.35 was awarded to Johnson Rock Products Inc. of North Bend, Oregon on 7/11/84. Work began on 7/26/84 and was completed in reasonably close conformance with the approved plans and specification, including approved changes, on 9/27/84 at a final cost of $275,077.64 which includes $223,861.43 for original bid item work, $3,187.30 for work completed under approved price agreements, $15,739.74 for approved State Force work and $32,289.17 for construction engineering.

The contract specified a completion date of 9/30/84. All work was completed on 9/27/84.

Project records indicate that all materials incorporated into the work were tested or field inspected in accordance with approved procedures and found to meet specification requirements.

All overruns and underruns have been satisfactory explained by the State. A copy of the explanation is attached to the Division office copy of this report.

RECEIVED
HWY ENGR
MAR 19 '86
REFER TO Fredrickson
FOR
Info
Inves
R/D
D/R
Sign
Act
File

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. BRYANT		SIGNATURE GLENN K. HOSSNER	
TITLE AREA ENGINEER	DATE MAR 18 1986	TITLE FIELD OPERATIONS ENGINEEER	DATE MAR 18 1986

FORM FHWA 1446B   PREVIOUS EDITIONS MAY BE USED.

517

October 24, 1985

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9849

On October 16, 1985, we wrote to you concerning release of final payment on Contract No. 9849 awarded to Johnson Rock Products, Inc. for work on Myrtle Avenue-Fir Avenue (Coos Bay) Section of the Oregon Coast Highway in Coos County.

Final payment on this contract is $7,462.20 and the total contract amount is $227,048.73. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Johnson Rock Products, Inc.
P.O. Box 548
North Bend, OR 97459

bc: C. O. Fredrickson
Walt Hart
James J. Gix

FKN:arc

NOTED ON CARD
10-24-85

9849

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: September 26, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9849, On Site Work Substantially Completed September 27, 1984

All Work Completed November 30, 1984

Project Myrtle Ave.-Fir Ave. (Coos Bay)

Highway Oregon Coast

County Coos

Type of Work Grading & Paving

Contractor Johnson Rock Products, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-16-85 - surety letter written (ac)

noted
RW Gormsen

On act ✓

RECEIVED
OCT 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Myrtle Ave. - Fir Ave. (Coos Bay)	WEEK ENDING Dec. 15, 1984
		SECTION PREFIX 6-1089-900
	HIGHWAY Oregon Coast	COUNTY Coos
NAME OF JOB Myrtle Ave.-Fir Ave. (Coos Bay)	KIND OF WORK Grading and Paving	
CONTRACTOR Johnson Rock Products, Inc.	CONTRACT NUMBER 9849	FEDERAL AID PROJECT NUMBER HES-2-2(16)
DATE OF CONTRACT July 11, 1984	DATE WORK STARTED July 26, 1984	ESTIMATED COMPLETION DATE Sept. 30, 1984
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 288,534.42	SPECIFIED COMPLETION DATE Sept. 30, 1984	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 265,655.04	ENGINEERING AUTHORIZATION $ 22,879.38	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 249,860.37	This Week 0.00 ENGINEERING COST TO DATE $ 24,615.96	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . . 6.0 %	PERCENT OF AUTHORIZATION . . . . . . 108 %	DATE PROJECT WAS COMPLETED: Sept. 27, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.55				
MILES PARTIALLY COMPLETED	0.00				
MILES COMPLETED	0.55				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1720 CY	1630 T			4200 T
TOTAL QUANTITIES CORRECTED TO DATE	1720	1929			3729
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1614	1929			3729
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9				
MONDAY 10				
TUESDAY 11				CE E CAE .... RECEIVED LS..... TC.....
WEDNESDAY 12				COE.... OM.... SA..... CC.....
THURSDAY 13				OE .... DEC 17 1984 FE..... CP..... CA.......... PGC..........
FRIDAY 14				SAM .... CONSTRUCTION QCS.......... SEO.......... SECTION FILE..........
SATURDAY 15				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9	
MONDAY 10	
TUESDAY 11	
WEDNESDAY 12	
THURSDAY 13	
FRIDAY 14	Project completed. Semi-Final estimate submitted to Region office this date.
SATURDAY 15	

REMARKS

Project completed Sept. 27, 1984. Semi-Final estimate submitted to Region office Dec. 14, 1984. This is the Final Weekly Report.

SIGNED ____________ LOCATION Coquille, OR

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

9 8 - 1

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. rll ·

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-2-2(16)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30083

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/31/84	8. FEDERAL ROUTE NUMBER Primary 2	9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Myrtle Avenue - Fir Avenue (Coos Bay)

11. GENERAL DESCRIPTION OF WORK
Furnish and install for "center lane left turn only" signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

XX☒ CONSTRUCTION PROCEED XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/31/84 as requested in Mr. Fredrickson's letter of 12/4/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $300; Federal Funds $270.

RECEIVED
STATE HWY ENGR
DEC 13 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
12/13

14. DATE 12/11/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

t

9849 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-2-2(16)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Coos

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 30083

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10/23/84

8. FEDERAL ROUTE NUMBER: Primary 2

9. STATE ROUTE NUMBER: Primary 9

10. GENERAL LOCATION:

Myrtle Avenue - Fir Avenue (Coos Bay)

11. GENERAL DESCRIPTION OF WORK

Furnish and install raised pavement markers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/23/84 as requested in Mr. Fredrickson's letter of 11/19/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $2,405; Federal Funds $2,165.

RECEIVED
STATE HWY ENGR
DEC 3 '84
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE: 11/29/84

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

STATE COPY

rll

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

☐ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Coos	DIVISION Oregon
IN COMPANY WITH Bill Quinn & Frank Morrison; OSHD			
DATE OF INSPECTION 10/22/84	INSPECTION MADE BY W. N. Bryant, Area Engineer W. N. Bryant Area Engineer		PROJECT NO. HES-2-2(16)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 98 %	WORK COMPLETED 100 %

MYRTLE AVENUE - FIR AVENUE SECTION
OREGON COAST HIGHWAY
Grading & Paving

This project provided for the removal of islands, construction of aggregate base and asphalt concrete overlay, construction of curbs and barrier and other incidental work common to this type of project.

A contract in the amount of $235,615.35 was awarded to Johnson Rock Products Inc. of North Bend, Oregon on 7/11/84. Work began on 7/26/84 and was completed in reasonably close conformance with the approved plans and specification, including approved changes, on 9/27/84 at a final cost of $288,266.95 which includes $248,216.23 for original bid item work; $16,705 for approved State Force work; and $23,345.72 for construction engineering.

The contract specified a completion date of 9/30/84. All work was completed on 9/27/84.

Project records indicate that all materials incorporated into the work were tested or field inspected in accordance with approved procedures and found to meet specification requirements except sample number 2 of the AR-4000W liquid asphalt failed the penetration test. The back up sample has been submitted for testing.

Acceptance of the contract work is recommended.

NOTED

RECEIVED
STATE HWY ENGR
NOV 28 '84
REFER TO Fredrickson
FOR

Info	Issue	R/D	D/R	Sign	Act	File

Og
11/29

Form FHWA-1446A
(Rev. 2-84)

SC

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-2-2(16)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30083

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-23-84

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Myrtle Ave. - Fir Avenue (Coos Bay)

11. GENERAL DESCRIPTION OF WORK

Traffic signal Revision

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, the advance authorization date of 7-23-84 as requested in Mr. Fredrickson's letter of 9-10-84 as being cost effective for the use of State forces to proceed with the above work is approved. State Force Order No. 1 is approved for a TEC of $7,000 Federal Funds $6,300.

RECEIVED
STATE HWY ENGR
SEP 25 '84
REFER TO Potter
FOR
Info | Inves | R/O | D/R | Sign | Act | File

Orig. to
9/25

14. DATE 9/21/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

July 24, 1984

Johnson Rock Products, Inc.
P. O. Box 548
North Bend, OR 97459

CON 5
#9849

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9849 for work on the Myrtle Avenue-Fir Avenue (Coos Bay) Section of the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Encl.

cc: Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Jan Peterson
James Gix
F. D. Morrison

johnson rock products

P. O. BOX 548, NORTH BEND, OREGON 97459
503 756 5158

June 29, 1984

Mr. Robert Gormsen
Dept. of Transportation
121 Transportation Building
Salem, Oregon 97310

RE: Myrtle Ave.- Fir Ave. (Coos Bay)
Oregon Coast Highway

Dear Sir:

In accordance with 49CFR 23, we are pleased to subcontract the following bid items:

1. Pruitt- Fisher
P.O. Box 621
Coos Bay, Oregon 97420
Jim Pruitt 269-5324

Item No.	Item	Quantity	Bid Unit Price	Total
2	Temporary Protection and Direction of Traffic	Lump Sum	Lump Sum	$ 670.00
6	Flaggers	400 hours	16.00	6,400.00
			Contract Total	$7,070.00

Pruitt-Fisher is a certified DBE firm.

Kirk L. Johnson is our EEO officer in charge of administering the intent of 49CF33.

Respectfully,

Christopher R. Johnson
CHRISTOPHER R. JOHNSON, PRES.

CRJ/lg

RECEIVED
[illegible] 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-2-2(16)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 30083

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 15 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig w/ att to
6/15

7. DATE AUTHORIZATION EFFECTIVE 6-6-84

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
MYRTLE AVENUE - FIR AVENUE (COOS BAY)

11. GENERAL DESCRIPTION OF WORK
Grade and Pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated June 4, 1984

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost-effective.

Mr. Potter's June 4, 1984 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $354,937; Federal Funds $319,443.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve No Passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 6-6-84

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible] 4-20-83

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-2-2(16)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30083

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/20/83

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Myrtle Avenue - Fir Avenue (Coos Bay) Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $25,000 - F.F. $22,500
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 4/14/83.

RECEIVED
STATE HWY ENGR
APR 25 '83
REFER TO Potter
FOR
Info | [illegible] | R/D | [illegible] | Sign | [illegible] | [illegible]

Orig to 4/25

14. DATE 4/20/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-73)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: April 14, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:

D. E. Swan, P.E.
Project Unit Engineer

SUBJECT: Project Data Submission
Item No. 30083
Project No. HES-2-2(16)
Myrtle Avenue-Fir Avenue (Coos Bay) Section
Coos County

Attached data consists of PR-1 forms weith project maps, narrative, Safety Priority Index System, Collision Diagram and sketch maps.

I request the following:

(1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

(2) Authorization to proceed with all phases of preliminary engineering work necessary to obtain P.S. & E. approval at an estimated total cost of $25,000 with an obligation of $22,500 in Federal funds.

DRH:lb

Att.

cc L. E. George
James J. Gix
General Files

Form 734-3122

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

MFC0001

SEE INSTRUCTIONS ON REVERSE

SECTION Myrtle Ave.-Fir Ave. (Coos Bay)			KEY ID # 9
			REGION 3
STATE HIGHWAY # 9	HIGHWAY NAME Oregon Coast	MILE POST FROM 237.27 TO 237.78	LENGTH 0.51
☒ URBAN ☐ RURAL	CITY Coos Bay	COUNTY Coos	ROAD/STREET NAME Bayshore Drive
ROUTE # 101	FEDERAL AID # FAP 2	APPLICANT (IF OTHER THAN STATE) City of Coos Bay	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 25	GRADING	(✓)	✓	FILES	(#)	0
RIGHT OF WAY		$	PAVING	(✓)	✓	ACRES	(#)	0
ROADWAY	$ 200		STRUCTURES	(✓)		RELOCATIONS	(#)	0
STRUCTURES	$		SIGNING	(✓)	✓	WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 10					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 84		DESIGN CATEGORY	(1-7)	2	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 294	WORK TYPE	(1-12)	8	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 319						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE Title II	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's $

ITEM		EXISTING	PROPOSED
TRAVEL LANES	(#)	4	4
STRUCTURES	(#)	0	0
SIGNALS	(#)	0	0
BIKE PATH	(Y/N)	N	N
AVERAGE DAILY TRAFFIC		27,900	
YEAR OF AVERAGE DAILY TRAFFIC		1981	

DEFINE THE PROBLEM

There is considerable accident history on this section which may in part be caused by the concrete median island.

RECEIVED Watson

Versteeg ✓
[illegible]
Adams
[illegible]
Stoudenmeyer
Terpin
Trent
Wakerlig

MG
1 cy
2 cy
3 cy
4 cy

[illegible] 1 3 1983

ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PROPOSED SOLUTION

Remove the concrete island and construct continuous left turn refuge.

REQUESTED, REGION ENGINEER X J. X. Watson	DATE 3-4-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 24 MAR 83	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Myrtle Ave.-Fir Ave. (Coos Bay)

REGION 3

PROJECT JUSTIFICATION

This section of the Oregon Coast Highway in Coos Bay still has a concrete island separating opposing traffic and preventing left turns except at intersections. Accident history would appear to indicate that removal of the island and construction of a continuous left turn would improve safety on this project.

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Myrtle Ave.-Fir Ave. (Coos Bay)

REGION: 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS		OLD (#)	NEW (#)
						UTILITIES	S	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

COMPANIES
PP&L
General Telephone
Warner T.V.
Coos Bay-North Bend Water Board
City of Coos Bay

RIGHT-OF-WAY LIAISON	EASEMENTS (#)	ACCESS CONTROL (Y/N)	DESIGN SPEED	DESIGN STANDARDS
N	0	N	45	3R

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
		B		4		12	12	Var. 14'	12	12		4		A-1		
				4		12	12	14	12	12		4				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Aggregate base	12"				
AC	4"	4"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	N/A			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Frank E. [illegible]
Location Engineer
Date 5/2/83

734-1912 (7-82)

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Coos County

SECTION
Myrtle Ave.-Fir Ave. (Coos Bay)
Oregon Coast Highway #9

REGION
3

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 6-1978

DATE 3-3-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		300
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		500	932 RAILROAD & UTILITIES		200			

TOTALS	$ 19,700	$ 19,700
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
HES- 2-2(16)

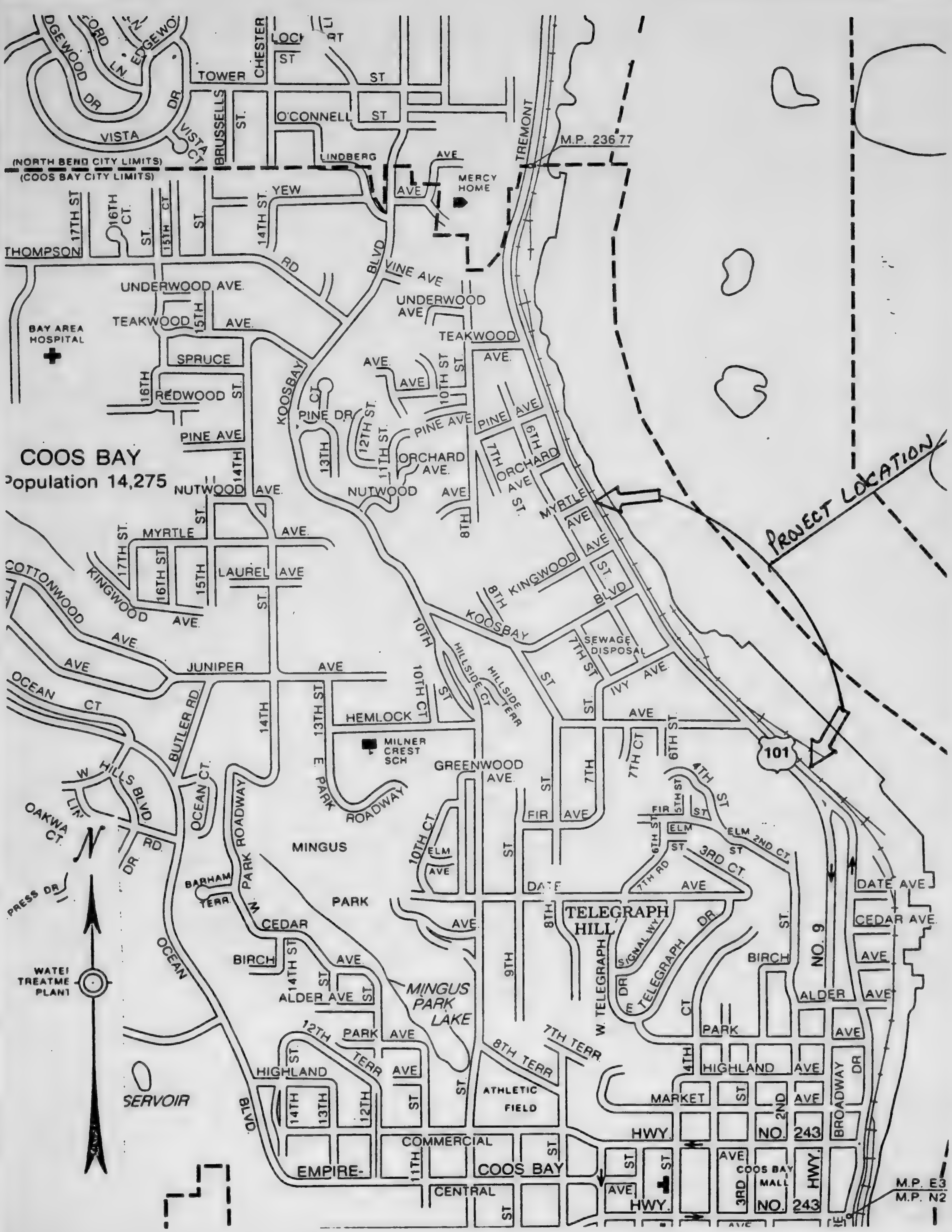
LOCATION ENGINEER'S REMARKS

This survey authority is for the preparation of plans, specifications and estimates for a Title II safety project to be constructed under contract.

Approved by Hwy Eng'r 320,000 Title II 3-24-83

PREPARED BY	DATE 3-3-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/4/83
RECOMMENDED, REGION ENGINEER X	DATE 3-4-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-3-83
RECOMMENDED, LOCATION ENGINEER X	DATE 5/2/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 4-20-83	

734-1914 (7-82)


COOS BAY
Population 14,275
PROJECT LOCATION
(NORTH BEND CITY LIMITS)
(COOS BAY CITY LIMITS)
M.P. 236.77
MERCY HOME
BAY AREA HOSPITAL
MILNER CREST SCH
MINGUS PARK
MINGUS PARK LAKE
TELEGRAPH HILL
ATHLETIC FIELD
SEWAGE DISPOSAL
WATER TREATMENT PLANT
RESERVOIR
COOS BAY MALL
M.P. E3
M.P. N2
101
NO. 9
HWY. NO. 243
EMPIRE-COOS BAY HWY.
TREMONT
TOWER ST
CHESTER ST
O'CONNELL ST
LINDBERG AVE
YEW AVE
BRUSSELLS ST.
VISTA DR
VISTA CT
EDGEWOOD DR
THOMPSON RD
VINE AVE
UNDERWOOD AVE.
TEAKWOOD AVE.
SPRUCE
REDWOOD ST.
PINE AVE
PINE DR
ORCHARD AVE.
NUTWOOD AVE.
MYRTLE AVE.
LAUREL AVE
KINGWOOD AVE.
COTTONWOOD AVE
JUNIPER AVE
HEMLOCK
GREENWOOD AVE.
FIR AVE
ELM AVE
DATE AVE
CEDAR AVE.
BIRCH
ALDER AVE
PARK AVE
HIGHLAND AVE
MARKET AVE
COMMERCIAL
CENTRAL AVE
KOOSBAY BLVD
OCEAN CT
OCEAN BLVD
BUTLER RD
W HILLS BLVD
OAKWAY CT.
PRESS DR
BARHAM TERR
W. PARK ROADWAY
E PARK ROADWAY
HILLSIDE CT
HILLSIDE TERR
IVY AVE
SIGNAL WY
TELEGRAPH DR
W. TELEGRAPH DR
3RD CT
2ND CT
8TH TERR
7TH TERR
12TH TERR
BROADWAY DR
N

9849

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: March 23, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Oregon Coast Highway
M.P. 237.27 - M.P. 237.78

A project has been requested to remove a concrete island and install a continuous left-turn refuge on the subject highway.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Myrtle Avenue-Fir Avenue (Coos Bay) Section Oregon Coast Highway Coos County	$320,000	$288,000	$32,000

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. GEORGE

L. E. George
Traffic Engineer

RHB:ds
Attachment

Orig to [illegible] George
files
3/25

RECEIVED
STATE HWY ENGR
MAR 24 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

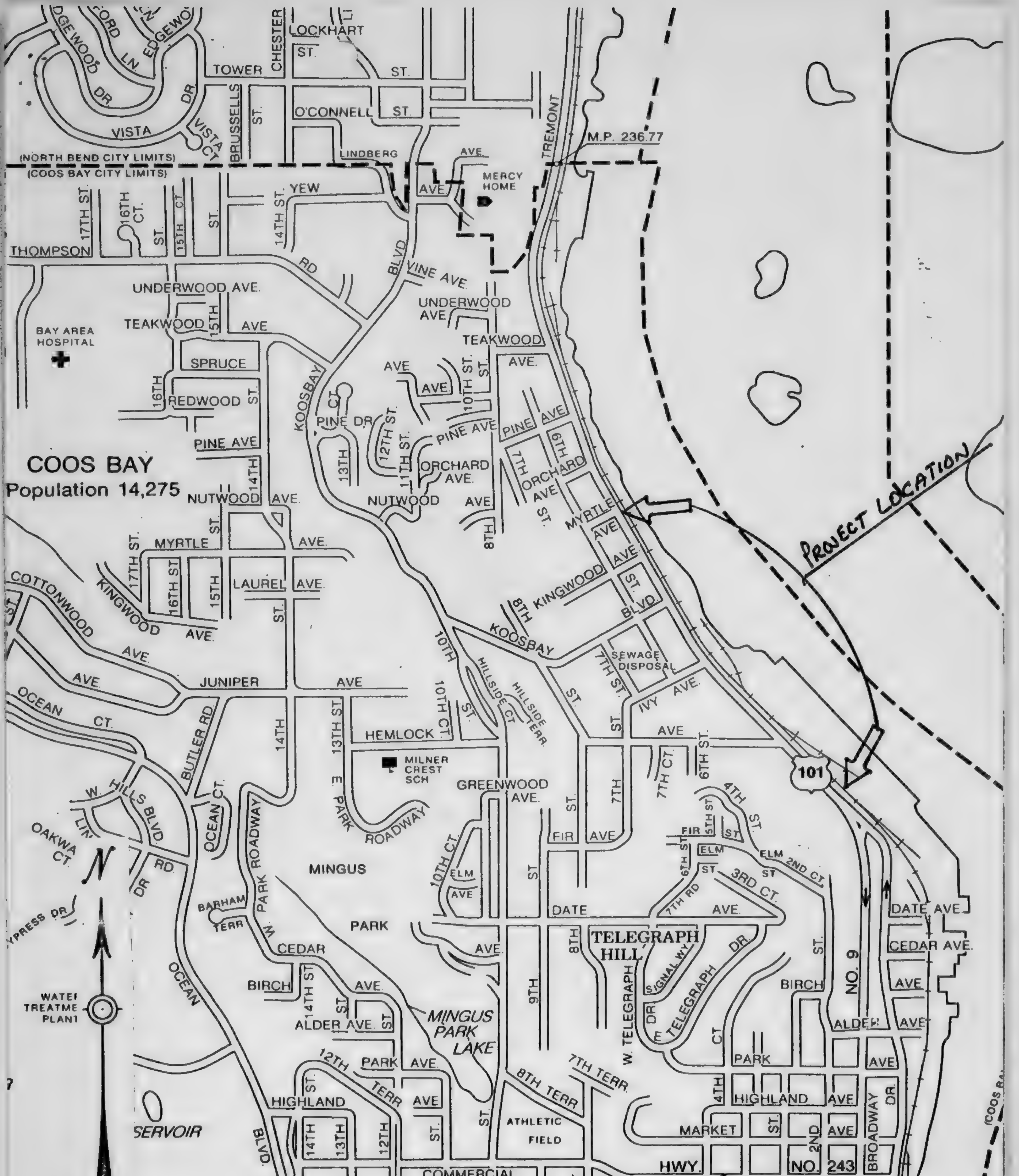
APPROVED:

ED Hunter
for State Highway Engineer

Date: 3-24-83

RECEIVED
2 1 1983
TRAFFIC ENGINEERING

81-126-1987


COOS BAY
Population 14,275
PROJECT LOCATION
(NORTH BEND CITY LIMITS)
(COOS BAY CITY LIMITS)
M.P. 236.77
M.P. E3.57
M.P. N238.
MERCY HOME
BAY AREA HOSPITAL
MILNER CREST SCH
SEWAGE DISPOSAL
MINGUS PARK
MINGUS PARK LAKE
TELEGRAPH HILL
ATHLETIC FIELD
COOS BAY MALL
WATER TREATMENT PLANT
SERVOIR
N
101
NO. 9
HWY. NO. 243
EMPIRE- COOS BAY HWY.
TREMONT
TOWER ST.
CHESTER
LOCKHART ST.
O'CONNELL ST.
BRUSSELLS ST.
LINDBERG AVE.
VISTA DR
VISTA CT
EDGEWOOD DR.
EDGEWOOD LN
YEW AVE
THOMPSON RD
17TH ST.
16TH CT.
15TH CT.
14TH ST.
BLVD
VINE AVE.
UNDERWOOD AVE.
TEAKWOOD AVE
SPRUCE
REDWOOD ST.
PINE AVE
PINE DR.
KOOSBAY BLVD
ORCHARD AVE.
NUTWOOD AVE.
MYRTLE AVE.
LAUREL AVE.
KINGWOOD AVE.
COTTONWOOD AVE.
JUNIPER AVE
OCEAN CT.
BUTLER RD
W. HILLS BLVD
OAKWA CT.
CYPRESS DR
HEMLOCK
10TH CT.
HILLSIDE CT
HILLSIDE TERR.
IVY AVE.
GREENWOOD AVE.
E. PARK ROADWAY
W. PARK ROADWAY
FIR AVE
ELM AVE
DATE AVE.
CEDAR AVE.
BIRCH AVE.
ALDER AVE.
PARK AVE.
HIGHLAND AVE.
MARKET AVE.
BARHAM TERR
12TH TERR
8TH TERR
7TH TERR.
7TH RD
3RD CT.
2ND CT.
SIGNAL WY
W. TELEGRAPH DR
E. TELEGRAPH DR.
COMMERCIAL
CENTRAL AVE.
BROADWAY
3RD ST.
2ND ST.
4TH ST.
5TH ST
6TH ST.
7TH ST.
8TH ST.
9TH ST.
10TH ST.
11TH ST.
12TH ST.
13TH ST.
(COOS BA

1984 Truck Escape Ramps Section 9850
Pacific Hwy. S. Ashland.
(sign, illum.)

jc cc: OSHD (F ien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT 9-22-86	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. IR-5-1(106)04
COMPLETION DATE (Actual) 4-4-85	ACCEPTANCE DATE BY CONRTACT AGENCY 4-18-86	TIME ELAPSED 100 %	CONTRACT TIME 180 C.D.

LOCATION

I-5, 4.3 Mi North of California State Line

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

TRUCK ESCAPE RAMPS
PACIFIC HIGHWAY
Illumination

Work completed under this project consisted of the installation of illumination and permanent signing of the two truck escape ramps located approximately 4 miles south of Ashland. A contract in the amount of $72,412.48 was awarded Hamilton Electric, Inc.; Portland, Oregon on July 11, 1984. Contract work began on 9-24-84 and was completed in reasonably close conformance with the approved plans and specifications on 4-4-85 at a final cost of $98,683.30 which includes $69,206.34 for original bid item work, $533.00 for work completed under approved price agreements, $16,167.96 for work completed under approved EWO #1 and $12,776.00 for construction engineering.

A total of 245 days were used in completing the work as compared to the 180 calendar days allowed under the contract. A 65 calendar day time extension was approved on 4-24-85 which eliminated all liquidated damanges on this project.

All overruns and underruns have been satisfactorily explained by the State. A copy of the explanation is attached to the Division Office copy of this report.

- WNB -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 25 '86
REFER TO Fredrickson
FOR
Inf	Inv	R/O	D/R	Sign	Act	File

9/29

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W N Bryant		SIGNATURE	
TITLE Area Engineer	DATE 9-23-86	TITLE District Engineer B	DATE 9/24/86

FORM FHWA-1446B PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9296(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00049

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
AUG 6 '86
REFER TO
[illegible]

7. DATE AUTHORIZATION EFFECTIVE July 30, 1986

8. FEDERAL ROUTE NUMBER FAU 9296

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

N. W. Kittridge St. - N. W. 29th Ave. Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, as requested by Mr. Potter's letter of 7/23/86 the Program Change adding one additional file to the character of proposed workis approved.

Also as requested, you are authorized to proceed with the acquisition of file number 55473 as shown on R/W map 9B-20-19 at a TEC of $10,000; with no increase in Federal Funds.

Approval to extend the beginning of the project 189 feet to the east to Station 567+08 is also granted.

Federal participation is limited to that R/W actually incorporated in the final location of the subject project.

14. DATE 8/4/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9850

May 21, 1986

United Pacific Insurance Co.
P.O. Box 5669
Portland, OR 97228

CON 5-#9850

On May 8, 1986, we wrote to you concerning release of final payment on Contract No. 9850 awarded to Hamilton Electric, Inc. for work on the Truck Escape Ramps on the Pacific Highway in Jackson County.

Final payment on this contract is $4,135.59 and the total contract amount is $69,739.34. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Hamilton Electric, Inc.
P.O. Box 708
Eugene, OR 97440

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9850

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9850

TO: Robert Gormsen
Manager, Commission Services

DATE: April 18, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9850, On Site Work Substantially Completed April 4, 1985

All Work Completed January 16, 1986

Project Truck Escape Ramps

Highway Pacific

County Jackson

Type of Work Signing and Illumination

Contractor Hamilton Electric, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

5-8-86 - Surety letter written.

noted
RGormsen

RECEIVED
APR 23 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9856

jc **STATE COPY** cc: OSHD (H ter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

HWY ENG
AUG 20 '85
REFER TO Fredrickson
FOR

Info	Inves	B/D	D/R	Sign	Act	File

by 8/20

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Jackson	Oregon

IN COMPANY WITH: Ron Busey and Vern Newiswinger; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
August 7, 1985	W. N. Bryant, rea Engineer	IR-5-1(106)104

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory	100%	100%

TRUCK ESCAPE RAMPS
PACIFIC HIGHWAY
Illumination

NOTED
W. E. SCHWARTZ

Work completed under this project consisted of the installation of illumination and permanent signing of the two truck escape ramps located approximately 4 miles south of Ashland. A contract in the amount of $72,412.48 was awarded Hamilton Electric, Inc.; Portland, Oregon on July 11, 1984. Contract work began on 9-24-84 and was completed in reasonably close conformance with the approved plans and specifications on 4-4-85 at a final cost of $98,683.30 which includes $69,206.34 for original bid item work, $533.00 for work completed under approved price agrreements, $16,167.96 for work completed under approved EWO #1 and $12,776.00 for construction engineering.

A total of 245 days were used in completing the work as compared to the 180 calendar days allowed under the contract. A 65 calendar day time extension was approved on 4-24-85 which eliminated all liquidated damages on this project.

At the time of the "doublewall" failure on the upper truck escape ramp (3-30-85), all work except for the correction of one sign support and power turn on was completed. The signing problem was completed on 4-4-85 and the power was turned on at the lower truck escape ramp. Due to the wall failure on the upper escape ramp the power to that portion of the project has been turned off until repairs are completed.

Project records indicate that all materials incorporated into the work were tested and found to be in reasonably close conformance with specification requirements. Based on the results of this inspection final acceptance of the contract work is recommended.

- WNB -

Form FHWA-1446A
(Rev. 2-84)

410-6

1 RDE
2 FDE RK
LE
(4) SE 4
FPO
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RECEIVED
JUN 13 1985
ROAD DESIGN
SECTION
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S/U

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REFERRED TO
Mann Cuno Henry
Dayton Eriksen Getty
Baker Anderson
King Bedford Leu
Return Discuss Do File Lue
by FINAL DESIGN ENGINEER

PROJECT MANAGERS CONSTRUCTION NARRATIVE

TRUCK ESCAPE RAMP ILLUMINATION   CONTRACT 9850
RONALD V.BUSEY,PROJECT MANAGER   PREFIX 615-1049

On July 11,1984 contract 9850 was awarded to Hamilton Electric for signing and illumination of the truck escape ramps on the Pacific Highway in Jackson county.

A preconstruction conference was held in the project managers office on September 20,1984.

The contractor began work on September 24,1984. The foreman and one other man began excavating and installing conduit. Most of the work had to be done at the lower ramp because of work conflicts with a concurrent contract for construction of the upper ramp. The conduit was basically completed on October 5,1984 and the contractor withdrew from the project site.

The contractor returned to the project on December 6,1984 and began erection of the lighting poles. On December 21st all poles were in place and levelled. The two man crew began pulling wire, installing junction boxes,installing detector loops,etc and that portion of the work was complete, including the 72 hour test at the lower ramp on January 21,1985.

Coral Construction, the only subcontractor used on the project moved onto the project and poured footings for the permanent signing on January 24,1985. They returned to the project the following week and completed the signing.

Hamilton Electric returned to the project for short periods of time in both March and April to cleanup minor items and on April 4,1985 the contract work was complete and a second notification submitted.

The project used 245 calendar days, which was 65 more than the allotted 180 calendar days. The contractor had previously submitted a request for a time extension of fifty days and it is assumed that another request will be forthcoming for the balance of time. The main reason for the overrun in the contract time was that the contract work at the upper truck escape ramp had to be stopped at one point for redesign and in general, the progress of that project was such that Hamilton Electric was unable to schedule work at the upper ramp in an efficient manner. The original schedule called for the upper ramp to be completed prior to letting the contract for the illumination and signing.

There was one price agreement written and no extra work orders for this project. The price agreement was to move the loop detectors from an unstable area to a stable location. One of the sign supports was manufactured to an incorrect length and this will have to be corrected at some later date, with either another price agreement or as extra work.

There was one state force order written to install underground distribution facilities for the electricity. This work was done by the power company. This was an anticipated item.

STATEMENT OF OVERRUNS AND UNDERRUNS

TRUCK ESCAPE RAMPS CONTRACT 9850
PREFIX 615-1049 F.A.NO: IR-5-1(106)
PACIFIC HIGHWAY JACKSON COUNTY
RONALD V.BUSEY, PROJECT MANAGER

ITEM	UNIT	ORIGINAL SUMMARY	SEMI-FINAL	+OR-
BID ITEMS	$	72,412.48	69,206.34	-4
P.A.S(UNANTIC)	$		553.00	
ANTICIPATED ITEMS	$	25,000.00	16,167.96	-35
CONTINGENCIES	$	4,383.56		
ENGINEERING	$	9,741.25	12,776.16	+31
TOTALS	$	111,537.29	98,683.46	-12

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

B.I.3 Flaggers Hour 120 0 -100
Due to the contractors work methods, there was no interruption in traffic. All traffic was controlled by signing.

P.A.1 R&R JUNCTION BOX & WIRING Lump Sum 100
At the project managers request a set of loops was moved from an unsuitable paved area to a new location.

S.F.O.1 POWER SERVICE EXTENSION $ 25,000 16,167.96 -35
This was an anticipated item. The original amount was an estimate only and the final figure represents the actual cost of the power installation. This item represents the major underrun in the contract.

9850

1

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Truck Escape Ramp Illumination	WEEK ENDING June 1,1985
		SECTION PREFIX 615-1049
	HIGHWAY Pacific	COUNTY Jackson
NAME OF JOB Truck Escape Ramp Illumination	KIND OF WORK Signing and Illumination	
CONTRACTOR Hamilton Electric	CONTRACT NUMBER 9850	FEDERAL AID PROJECT NUMBER IR-5-1(106)04
DATE OF CONTRACT July 11,1984	DATE WORK STARTED September 24,1984	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 245	WORK DAYS USED CALENDAR DAYS USED 245
PROJECT AUTHORIZATION: $111,537.29	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $101,796.04	ENGINEERING AUTHORIZATION $9,741.25	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $98,072.48	ENGINEERING COST TO DATE $12,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN -4 %	PERCENT OF AUTHORIZATION 131 %	DATE PROJECT WAS COMPLETED: April 4,1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE.... CAE .... RECEIVED LS..... TC.....
COE.... OM....
SA..... CC.....
OE ....
JUN 03 1985
FE..... CP
CA............
PQC............
CAM .... CONSTRUCTION QCS............
EEO........... SECTION FILE............

CONTR. NO: 9850 DATE: May 25,1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

19 SUNDAY	No activity.
20 MONDAY	No activity.
21 TUESDAY	No activity
22 WEDNESDAY	No activity.
23 THURSDAY	No activity
24 FRIDAY	No activity.
25 SATURDAY	No activity

REMARKS

STATUS: The project is complete and the semi final estimate has been submitted and no further reports will be submitted from this office.

VISITORS:

NEXT WEEK:

SIGNED for Busey LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 24, 1985

In Reply Refer to
File No.:
CON 5

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

Re: Time Extension Request
Truck Escape Ramp Illumination
Contract No. 9850
FAP No. IR-5-1(106)04

Your request for additional contract time in which to complete the above project has been reviewed. A contract time adjustment of an additional 65 calendar days is granted due to the mutually unforeseen circumstances encountered involving the construction of the Truck Escape Ramp under separate contract.

The adjusted contract time of completion of this contract is 245 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Jim Gix w/att.
Ron Busey w/att.
FHWA w/att.
Bruce Walton

TE/160

Form 734-3122

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO
440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: March 5, 1985

FROM: W. J. Quinn
W. J. Quinn
Region Construction Engineer

SUBJECT: Time Extension Request
Truck Escape Ramp Illumination
Contract No. 9850
Jackson County

I have reviewed Vern Neiswanger's reasons for recommending a 50-day time extension to Hamilton Electric on subject project and I agree with his conclusion. Hamilton Electric was delayed in completing their work through no fault of their own.

We have granted the prime contractor of the Upper Truck Escape Ramp, M. C. Lininger, a time extension of 227 days because of design changes and unsuitable weather conditions in the Siskiyous Mountains. Since Hamilton Electric could not perform their work until the paving was completed, I feel it is appropriate for the Highway Division to grant the 50-day extension as requested.

wjq/ba

Attach.

cc: V. Neiswanger

4-23-85

W. E. Schwartz –

I concur with Region and Proj. Mgr. Actual time used was 245 c.D., an excess of 65 c.D.. Under the circumstances now existing, I recommend a time extension of 65 c.D.

O B Jackmond

CE___ CAE___ RECEIVED LS___ TC___
COE___ OM___ SA___ CC___
OE_______ MAR 07 1985 FE___ CP___
CA_______ POC_______
CAM_______ CONSTRUCTION OCS_______
EEO_______ SECTION FILE_______

125-1307

9850

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-1(106)004

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20146 & 30047

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 19 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

7. DATE AUTHORIZATION EFFECTIVE 8/23/84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Truck Escape Ramps

11. GENERAL DESCRIPTION OF WORK

Electric Power Service Extension

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
XX☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, the advance authorization of 8/23/84 as requested in Mr. Fredrickson's letter of 10/8/84 as being cost effective for the use of PP&L forces to proceed with the above work. State Force Order No. 1 representing work to be performed by PP&L Forces is approved for a TEC of $16,167.96; Federal Funds $14,910.

RECEIVED
STATE HWY ENGR
OCT 19 '84
REFER TO Potter
FOR
Info | Inves | R/D | O/R | Sign | Act | File

14. DATE 10/18/84

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9850 +

TO BE COMPLETED BY FHWA 7-187	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 1-25-	STATE Oregon COUNTY Jackson PROJECT NO. IR-5-1(106)04

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

4.3 mi. north of California State Line on I-5

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-6-84	0.0

OTHER *(Specify)*

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 110,562.00	FEDERAL FUNDS $ 101,959.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Gary A. Potter
Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator [illegible] 20 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 17, 1984

FEDERAL AID PROJECT NO. IR-5-1(106)04

TRUCK ESCAPE RAMPS
PACIFIC HIGHWAY
JACKSON COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
SIGNING (Sta. 293+00 to Sta. 580+95)

Temporary Protection and Direction of Traffic	Lump Sum	All	--	$ 875.00
Temporary Signs	Sq. Ft.	276	4.50	1,242.00
Flaggers	Hour	120	15.00	1,800.00
Removal of Existing Sign Installations	Lump Sum	All	--	1,004.00
Wood Sign Posts	Lump Sum	All	--	2,481.00
Sign Support Footings	Lump Sum	All	--	3,070.00
Single Post Breakaway Sign Supports	Lump Sum	All	--	2,185.00
Breakaway Sign Supports	Lump Sum	All	--	2,185.00
Type "C" and "D" Signs in Place	Sq. Ft.	574	17.72	10,171.28
Type "T" Signs in Place	Sq. Ft.	60	10.62	637.20
Move, Modify and Reinstall Existing Signs	Lump Sum	All	--	803.00
		SUBTOTAL		$ 26,453.48
		Engineering		3,570.52
		TOTAL		$ 30,024.00

TYPE CODE Y030
ILLUMINATION (Sta. 293+00 to Sta. 310+50)(Sta. 473+00 to Sta. 487+00)

Roadway Lighting Poles and Bracket Arms	Lump Sum	All	--	$ 8,789.00
Luminaires, Lamps and Ballasts	Lump Sum	All	--	4,023.00
Switching, Conduit, Wiring, Traffic Detector Loops, Loop Amplifier, Etc.	Lump Sum	All	--	33,147.00
		SUBTOTAL		$ 45,959.00
		Engineering		6,204.00
		TOTAL		$ 52,163.00

Length of Project ---------------- 0.0 mile

RETAIN IN RESERVE

Pacific Power & Light (Power Service Extension)	Lump Sum	All	--	$ 25,000.00
		SUBTOTAL		$ 25,000.00
		Engineering		3,375.00
		TOTAL		$ 28,375.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Signing	$ 30,024.00	$ 27,688.00	$2,336.00
Illumination	52,163.00	48,104.00	4,059.00
Reserve	28,375.00	26,167.00	2,208.00
TOTAL	$110,562.00	$101,959.00	$8,603.00

Group 1: 100%
Contract No. 9850
Prefix: 615-1919 P.E.
Prefix: 615-1049

CL:pf:bkb

9850

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-1(106)004

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20146 & 30047

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 11 '84
REFER TO Potter
FOR
Info | Inves | R/O | D/R | Sign | Act | File

orig to 6/11

7. DATE AUTHORIZATION EFFECTIVE 6/6/84	8. FEDERAL ROUTE NUMBER Interstate 5	9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Truck Escape Ramps

11. GENERAL DESCRIPTION OF WORK

Signing and Illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ XX CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's 6/4/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $122,534, Federal Funds $112,999.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1983 letter.

14. DATE 6/6/84	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1850 I-5 N

ROAD DESIGN SECTION

DES 16

J. E. Backstrand, P.E.
Bridge Design Engineer

August 16, 1983

Donald R. Adams, P.E.
Final Design Engineer

Truck Escape Ramps Section
Pacific Highway
Jackson County

Versteeg
Anderson
Adams
[illegible]
[illegible]
Turpin
Trost
[illegible]

RECEIVED
AUG 16 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ...../...../.....
Action

Please revise the illumination for the following signs on the above section:

Existing Cantilever Sign, Station "L" 302+00 Lt., 9'-6" x 5'-6", Bridge Drawing No. 32728. New sign: 9'-0" x 5'-6".

Existing Cantilever Sign, Station "L" 313+50 Lt., 13'-0" x 6'-0", Bridge Drawing No. 32729. New sign: 9'-0" x 6'-6".

WGB:ja

cc W. G. Beard
N. E. Mann } copies sent directly

I-5 misc.

cc: J. H. Versteeg
J. X. Wilson
R. L. Schroeder
J. C. Jenkins
Bill Maude
Curt Yocham

SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. I, MP 9.85

7-1-81 to 9-30-82

NO	DATE	VEHICLE LENGTH	# AXLES	VEHICLE GR.WEIGHT	(est) VEHICLE SPEED	FR.AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS; LOST SO LOST ALL BRAKES, WEATHER, UNUSUAL CES, ETC.
1	7/16	UNK	UNKNOWN			375'	Unknown	25.00	UNKNOWN		No contact with operator
2	7-18	UNK	2	2½ Ton Chev trk	unk	350'	Unknown	25.00	Unk	3:26 AM	Unkn. No contact with operator
3	8-14	INK	No information			270'	Unknown	25.00	Unk.	Unk.	No contact with operator
		RAMP CLOSED FOR RESCREENING OF ROCK				8-30-82					
4	9-12	UNK	Unk	Unk	unk	unk	Unknown	30.00	Unk	Unk	No contact with operator

9-30-82

9850

Adm.
Sullivan
Terpin
Wakeling
OCT 1982
ROAD DESIGN SECTION
Do Not File

eeg
n
eder
ns

SISKIYOU TRUCK ESCAPE RAMP

Pacific Hwy. I, MP 9.85

7-1-81 to 9-30-82

ICLE GTH	# AXLES	VEHICLE GR.WEIGHT	(est) VEHICLE SPEED	FR.AXLE DISTANCE TRAVELLED	REASON RAMP USED: BRAKE FAILURE, ETC.	RAMP MAINT REPAIR COSTS	VISIBLE VEHICLE DAMAGE	(est) TIME RAMP USED	REMARKS: DRIVER COMMENTS; LOST SOME BRAKES, LOST ALL BRAKES, WEATHER, UNUSUAL CIRCUMSTANCES, ETC.
NK	UNKNOWN			375'	Unknown	25.00	UNKNOWN		No contact with operator
NK	2	2½ Ton Chev trk	unk	350'	Unknown	25.00	Unk	3:26 AM	Unkn. No contact with operator
NK	No	information		270'	Unknown	25.00	Unk.	Unk.	No contact with operator
CLOSED FOR RESCREENING OF ROCK 8-30-82									
NK	Unk	Unk	unk	unk	Unknown	30.00	Unk	Unk	No contact with operator

1 ✓
Adam
2
Sullivan
Terpin
Troot
Wakerlig

OCT 1982
ROAD DESIGN SECTION
Do Not F

9850

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME
Truck Escape Ramp (Illumination)

HIGHWAY NAME
Pacific

HIGHWAY NUMBER
1

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
3	8	Jackson	

LENGTH	MILEPOST NUMBER		
0.2	9.9 TO 10.1	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO
IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS
☒ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☒ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Install illumination for the truck escape ramp to be controlled by magnetic loops and photoelectric cells. Also some signing will be required.

1 Versteeg ✓
Anderson
2 Adams
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
AUG 27 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
9,200

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☒	☐	☐	☐	☐	☐
	PROPOSED	☒	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS		
55	AASHTO	☒ LIGHT	☐ MEDIUM	☐ HEAVY

REFERRED TO
Beard Stoudenmeyer
Cole Mann W
Erikson Watson
Hagor Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

APPROVED
Frank E. Terpin
Location Engineer
Date 8/26/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES		
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:	0	illumination only

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☒	☐	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Electrical

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☐	☒	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☐	☒

4 - WORK ITEMS

		TO BE PERFORMED BY	
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(14)	2
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	2

RECOMMENDED CONSTRUCTION DATE ____________ (Region) [redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

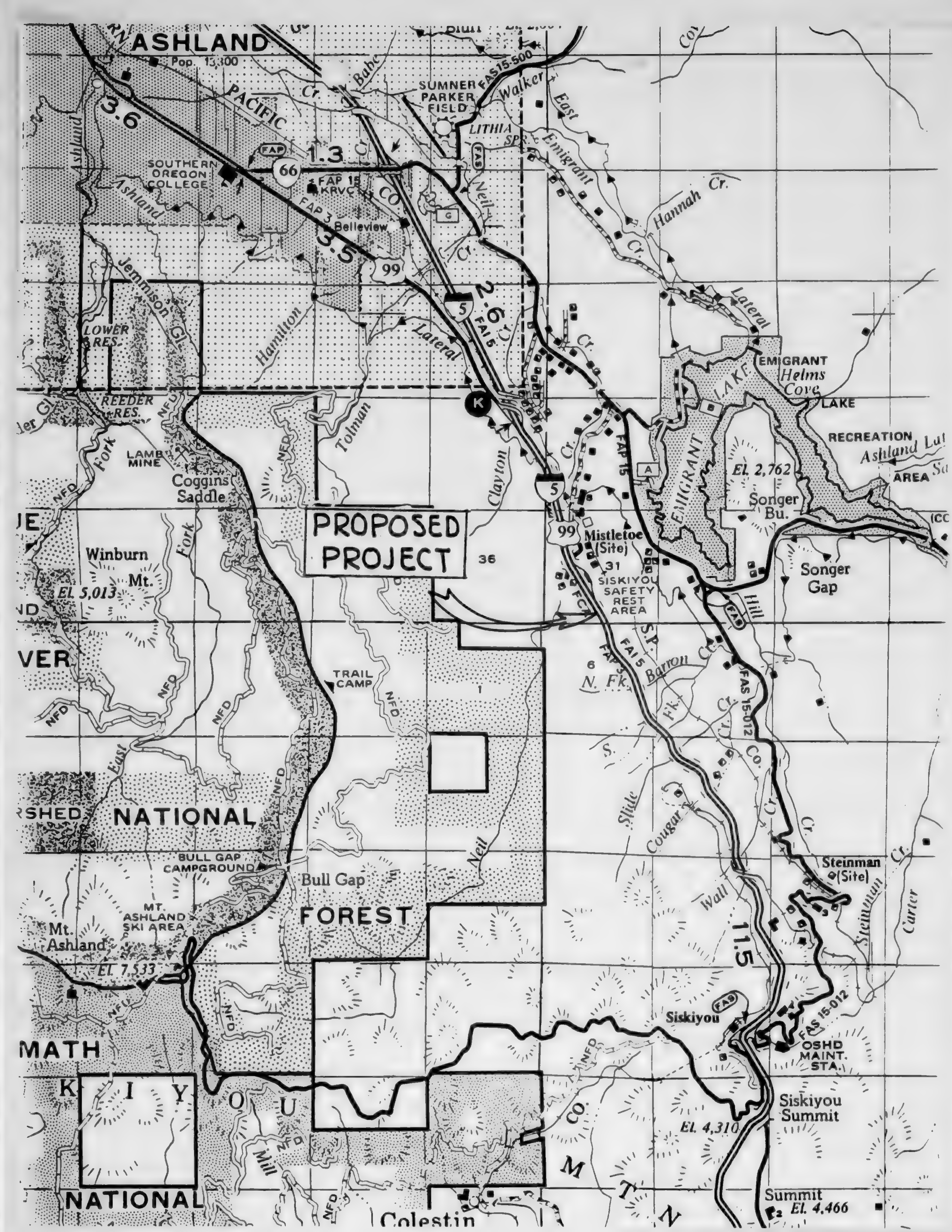
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	8,000	16,000
RIGHT OF WAY		
TRAFFIC CONTROL	3,000	3,000
ILLUMINATION	40,000	40,000
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER signing	3,000	3,000
ENGINEERING & CONTINGENCIES	16,000	16,000
PROJECT TOTAL	70,000	78,000

SUBMITTED BY ______________________


ASHLAND
Pop. 13,100
PACIFIC
3.6
1.3
66
SOUTHERN OREGON COLLEGE
FAP 15
KRVC
FAP 3
3.5
99
Belleview
2.6
5
FAI 5
SUMNER PARKER FIELD
FAS 15-500
Walker
LITHIA SPR.
East
Emigrant
Neil
Hannah Cr.
Lateral
Ashland
Jemmison Gl.
LOWER RES.
Hamilton
Tolman
REEDER RES.
Fork
LAMB MINE
Coggins Saddle
K
Clayton
EMIGRANT
Helms Cove
LAKE
RECREATION
AREA
Ashland Lat.
EMIGRANT LAKE
El. 2,762
Songer Bu.
Songer Gap
Mistletoe (Site)
SISKIYOU SAFETY REST AREA
PROPOSED PROJECT
36
31
6
1
FAP 15
Hill
N. Fk. Barron Cr.
FAS 15-012
Co.
Cr.
Winburn Mt.
El. 5,013
NFD
TRAIL CAMP
East
NATIONAL
FOREST
Slide
Cougar
Wall
BULL GAP CAMPGROUND
Bull Gap
MT. ASHLAND SKI AREA
Mt. Ashland
El. 7,533
Neil
11.5
Steinman (Site)
Steinman Cr.
Carter
Siskiyou
OSHD MAINT. STA.
Siskiyou Summit
El. 4,310
K I Y O U
M T N
CO.
Mill
NATIONAL
Colestin
Summit
El. 4,466

9850

AME 0001

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Upper Truck Escape Ramp

HIGHWAY NAME: Pacific

HIGHWAY NUMBER: 1

REGION 3	ADMINISTRATIVE DISTRICT 8	COUNTY Jackson	CITY

LENGTH: 0.5

MILEPOST NUMBER: 6.5 TO 7.0

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☒ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☐ SIGNAL ☒ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER escape ramp

PROJECT DESCRIPTION

Construct a truck escape ramp 500' long with a return to the highway and sign and illuminate the ramp.

1 Versteeg ✓
Anderson
2 Adams
3 O[illegible]
Sullivan
Terpin
Trout
4 Wekerlig

RECEIVED
AUG 27 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 9,200 (1980)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☒	☐	☐	☐	☐	☐
PROPOSED	☒	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): N/A

DESIGN STANDARDS: State

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☒ HEAVY

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Erikson 1 Watson W
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

APPROVED
Frank E. Terpin
Location Engineer
Date 8/25/82

AME0001

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES		
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		Escape ramp with return to highway.

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☒	☐	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ________________	☐	☒	☐
Stream ________________	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

AINE 0001

3 - FEATURES (cont.)

	Y	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☐	☒
Utilities	☐	☐	☒

Type ______

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available *	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☐	☒

* Basic field location in Prel. Design.

4 - WORK ITEMS

TO BE PERFORMED BY

		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☒	☐
RIGHT-OF-WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(12)	2-3 mos.
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

[illegible]

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
SEE ATTACHED SKETCH		

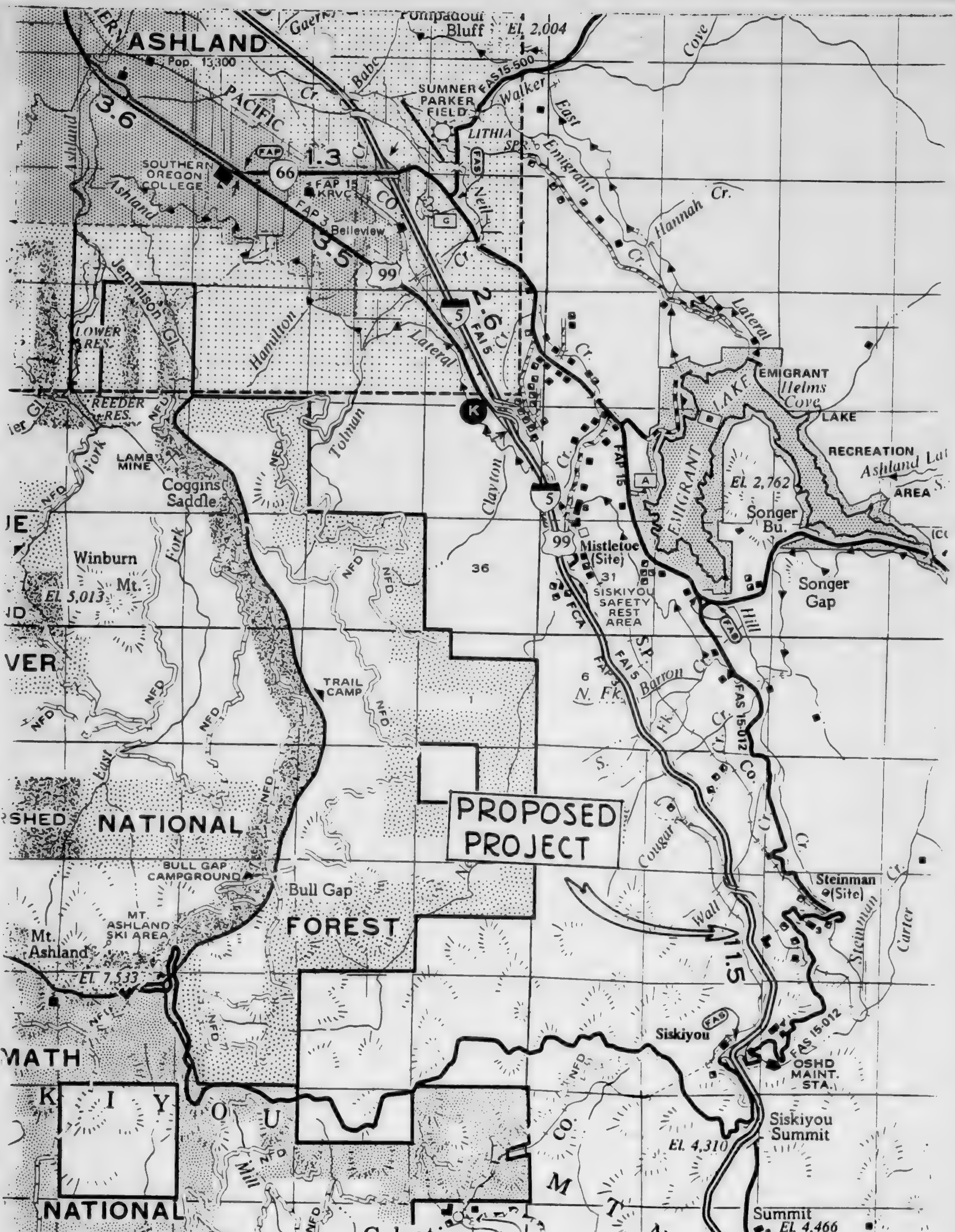
7 - TYPICAL SECTION AND LOCATION

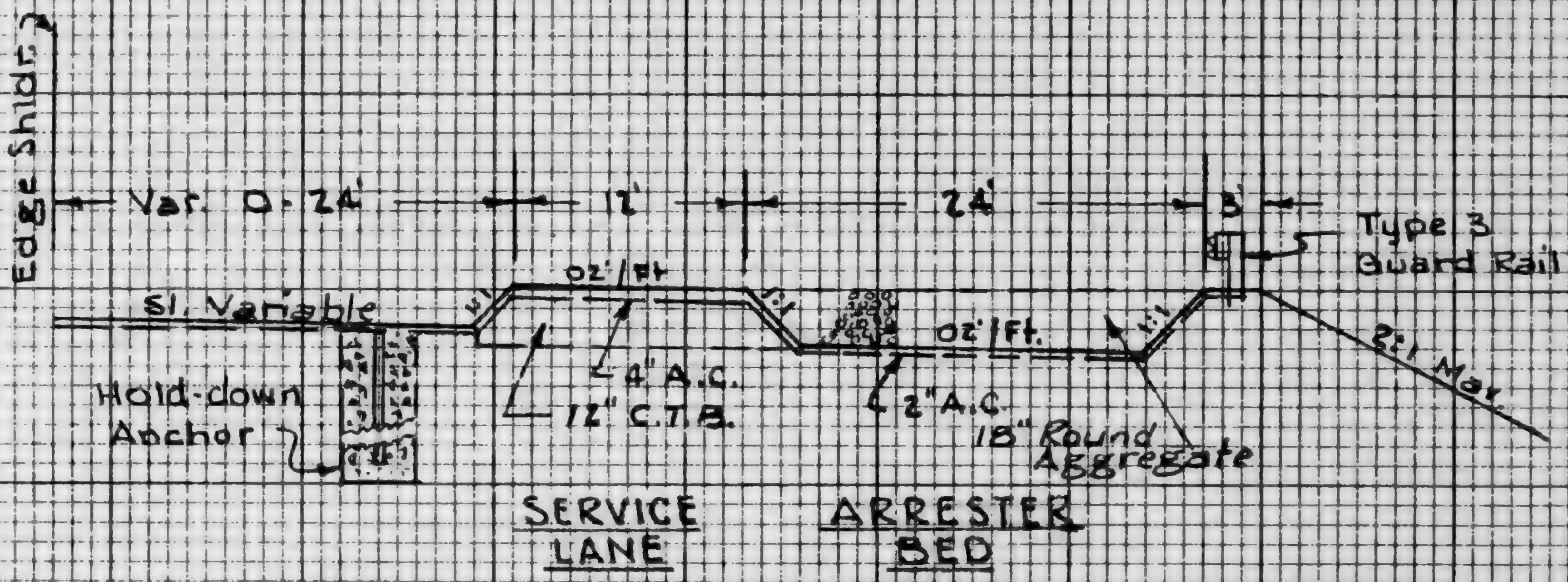
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	25,000	19,000
RIGHT OF WAY		
TRAFFIC CONTROL	3,000	8,000
ILLUMINATION	40,000	40.000
STRUCTURES		
RAILROAD		
ROADWAY	400,000	400.000
OTHER ______		
ENGINEERING & CONTINGENCIES	88,600	88.600
PROJECT TOTAL	556,600	555.600

SUBMITTED BY ______________________


ASHLAND
Pop. 13,100
Pompadour Bluff
El. 2,004
SUMNER PARKER FIELD
LITHIA SPR.
FAS 15-500
Walker
Cove
East
Emigrant
Hannah Cr.
PACIFIC
3.6
1.3
66
FAP
SOUTHERN OREGON COLLEGE
FAP 15
KRVC
FAP 3
Belleview
CO.
Neil
Cr.
3.5
99
2.6
5
FAI 5
Lateral
Jemmison Gl.
LOWER RES.
Hamilton
Tolman
REEDER RES.
NFD
K
Clayton
LAMB MINE
Coggins Saddle
Fork
EMIGRANT
LAKE
Helms Cove
LAKE
RECREATION
AREA
Ashland Lat.
El. 2,762
Songer Bu.
Songer Gap
FAP 15
A
Mistletoe (Site)
36
31
SISKIYOU SAFETY REST AREA
FCA
FAS
Hill
Winburn Mt.
El. 5,013
VER
6
N. Fk.
Barron Cr.
FAI 5
FAP 3
S.P.
TRAIL CAMP
FAS 15-012
CO.
Cr.
East
RSHED
NATIONAL
PROPOSED
PROJECT
Cougar
BULL GAP CAMPGROUND
Bull Gap
Steinman (Site)
Steinman Cr.
Carter
Wall
11.5
MT. ASHLAND SKI AREA
FOREST
Mt. Ashland
El. 7,533
MATH
Siskiyou
FAS 15-012
OSHD MAINT. STA.
K I Y O U
Siskiyou Summit
El. 4,310
Mill
M T N
NATIONAL
Colestin
Summit
El. 4,466


Edge Shldr.
Var. 0-24'
12'
24'
3'
Type 3
Guard Rail
Sl. Variable
.02'/Ft
1:1
1:1
.02'/Ft.
1:1
2:1 Max.
Hold-down
Anchor
4" A.C.
12" C.T.B.
2" A.C.
18" Round
Aggregate
SERVICE
LANE
ARRESTER
BED

TRUCK ESCAPE RAMP
TYPICAL SECTION

9850

Form E-39

(RAM 0001)

I-5 misc.

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section Truck Escape Ramp (Illumination)

Date July 27, 1982

Highway Pacific #1

Authorization No. 1

County Jackson #15

Survey Prefix 615-1919 (Assigned by Salem office)

Description of termini, route, length, etc.:

Approx. 0.2 miles of Pacific Highway from M.P. 9.9 to 10.1.

1 ✓

2/3 Adm. MC

27

4/4 R

Cy. Watson

RECEIVED

ROAD DESIGN

Purpose of survey:

To prepare detail map so traffic section can prepare plans, specifications and estimate to Illuminate the existing truck escape ramp.

Estimate of Cost:

Project Manager	(901)	$3,000	Region Traffic	(936)	100
Final Design	(905)	2,500	Region Environment	(938)	200
Bridge Design	(906)	7,000			
Program Management	(920)	200			
Specifications	(921)	2,500			
Adm. Serv. (Eng.)	(922)	100			
Environmental Section	(923)	200			
R/W Utility Engineer	(932)	200			

ON HIP $60,000 FAI-4R FY86

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
AUG 20 1982
LOCATION SECTION

Total estimated cost of survey $16,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by: Field Engineer

Recommended for Approval: Division Engineer

Recommended for Approval: Frank E. Perpin Construction Engineer

Approved: Gary A. Potter for State Highway Engineer

State Printing

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX: 615-1919

1 - IDENTIFICATION

PROJECT NAME: Truck Escape Ramp (Illumination)

HIGHWAY NAME: Pacific

HIGHWAY NUMBER: 1

REGION: 3

ADMINISTRATIVE DISTRICT: 8

COUNTY: Jackson

CITY

LENGTH: 0.2

MILEPOST NUMBER: 9.9 TO 10.1

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☒ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☒ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Install illumination for the truck escape ramp to be controlled by magnetic loops and photoelectric cells. Also some signing will be required.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 9,200

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☒	☐	☐	☐	☐	☐
	PROPOSED	☒	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Respin
Location Engineer
Date 8/26/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES		
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:	0	illumination only

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☒	☐	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

		NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☐	☒	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☐	☒

Type Electrical

4 - WORK ITEMS

		TO BE PERFORMED BY		
		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☒	☐
RIGHT–OF–WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(14)	2
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	2

RECOMMENDED CONSTRUCTION DATE ________ (Region) ________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

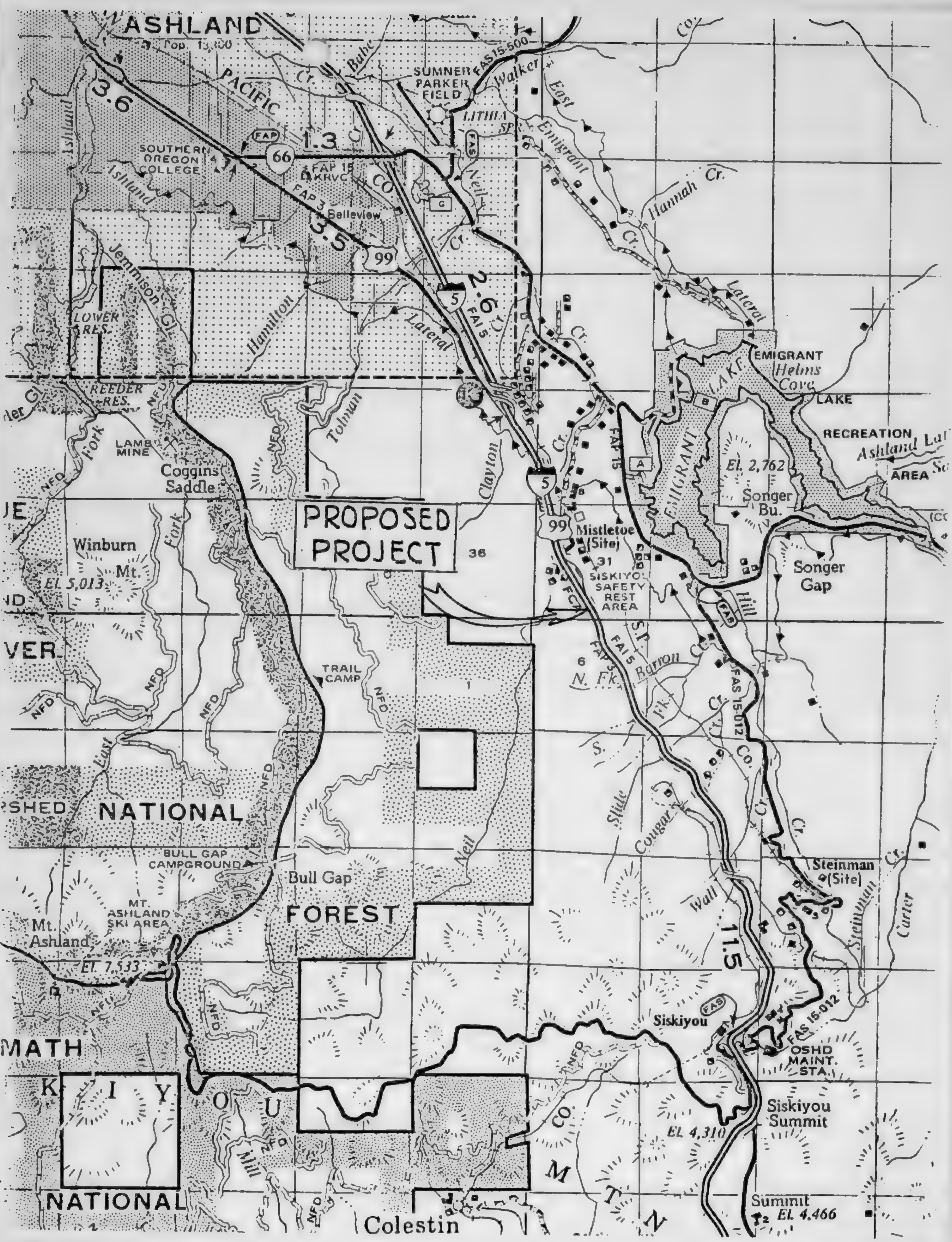
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	8,000	16.000
RIGHT OF WAY		
TRAFFIC CONTROL	3,000	3.000
ILLUMINATION	40,000	40.000
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER signing	3,000	3.000
ENGINEERING & CONTINGENCIES	16,000	16.000
PROJECT TOTAL	70,000	78.000

SUBMITTED BY ______________________


ASHLAND
Pop. 13,100
PACIFIC
3.6
1.3
66
SUMNER PARKER FIELD
LITHIA SP
FAS 15-500
Walker
East
Emigrant
Hannah Cr.
SOUTHERN OREGON COLLEGE
KRVC
FAP 15
FAP 3
Belleview
3.5
99
5
2.6
FAI 5
Jemmison Gl.
LOWER RES.
Hamilton
Lateral
Tolman
REEDER RES.
LAMB MINE
Coggins Saddle
Clayton
EMIGRANT
Helms Cove
LAKE
RECREATION
AREA
Ashland
EL 2,762
Songer Bu.
Songer Gap
PROPOSED PROJECT
36
Mistletoe (Site)
31
SISKIYOU SAFETY REST AREA
Winburn Mt.
EL 5,013
TRAIL CAMP
NFD
N. Fk.
Barron Cr.
FAS 15-012
Hill
Slide
Cougar
NATIONAL
BULL GAP CAMPGROUND
Bull Gap
Neil
MT. ASHLAND SKI AREA
Mt. Ashland
EL 7,533
FOREST
Wall
11.5
Steinman (Site)
Carter
Siskiyou
OSHD MAINT. STA.
Siskiyou Summit
EL 4,310
MATH
K I Y O U
M T N
NATIONAL
Colestin
Mill
Summit
EL 4,466

7750

N

STATE OF OREGON **INTEROFFICE MEMO** 1-5

ODOT - Traffic (DEPT.)

378-6537 (TELEPHONE)

TO: J. H. Versteeg
Head of Engineering

DATE: August 21, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Truck Escape Ramp Illumination
South Ashland-California State Line
Pacific Highway Interstate 5

In lieu of manually controlled "RAMP OCCUPIED" signs, we would prefer portable signs placed in advance of the truck escape ramp by Maintenance crews.

Our concern still is the liability aspect of not having the signs turned on or off in a timely manner.

L E George
L. E. George
Traffic Engineer Supervisor

DKH:ds

cc: H. S. Coulter
Jack Sollis
C. T. Keasey
Alfred Shirley, Jr.

Discussed w/Hoffstetter. -- as stated, the liability was what they wanted brought out and discussed. They realize Maintenance is not normally around except when they are reshaping the bed. — but the problem of not turning the sign on when it has been provided --- or not turning it off when clear --- is their worry. adl

RECEIVED
TECHNICAL SERVICES
AUG 24 '78
REFER TO
FOR
Info | Type | R/D | D.R | Sign | Act | File

Copy to Sollis adl.

Versteeg ✓
Christensen DOZ
George
2 Olson adl
Terpin
Sullivan
Scott
Savage

RECEIVED
AUG 22 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

81-125-1387

9850

STATE OF OREGON

INTEROFFICE MEMO

1-5

TO: A. Shirley, Jr.
Region III Engineer

DATE: May 17, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Sign Revisions
S. Ashland-California St.
Line Section
Pacific Highway
Jackson County

Due to recent problems at the entrance to the truck escape ramp on the above-named section, I am suggesting two sign revisions.

The first revision is to remove the "REST AREA-SECOND RIGHT" legend of the sign at Sta. 328+00 Lt. and replace it with "RUNAWAY VEHICLES ONLY" that is mounted on a type "D" overlay.

The second revision is to remove "EXIT 1 MILE" from the rest area sign at Sta. 345+00 Lt. and replace it with "SECOND RIGHT".

If you agree with these revisions, please have the signs revised by State Forces and notify this office when the work is completed.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

ELS:rah

Attachment

cc: F. T. Lacey
Lyle Watson - This revision was discussed with D. O. Christensen. ✓

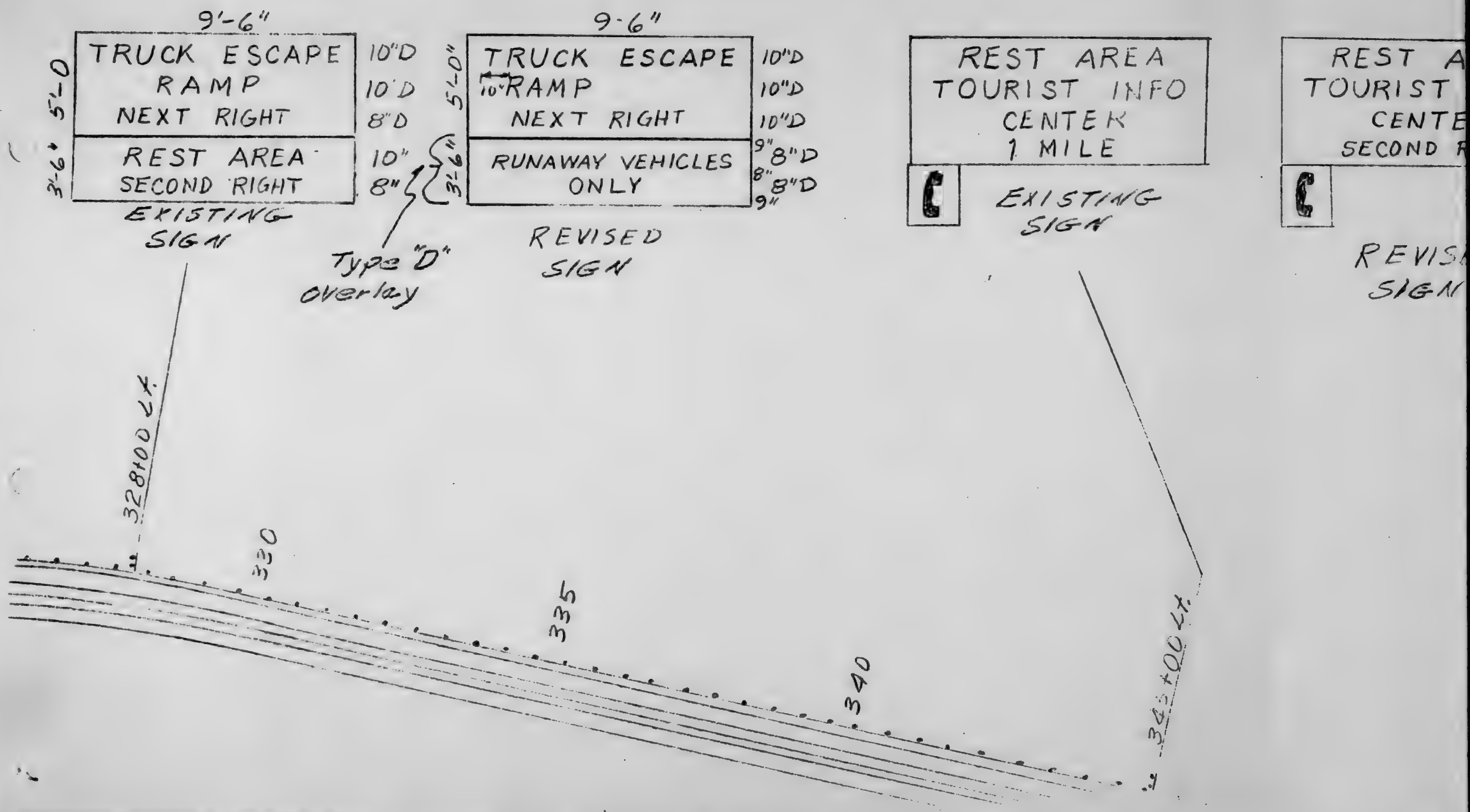
REFERRED TO
Beard WGB
Staudenmeyer
Sample
Cole
Watson
Eriksen
Lau
Hager
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

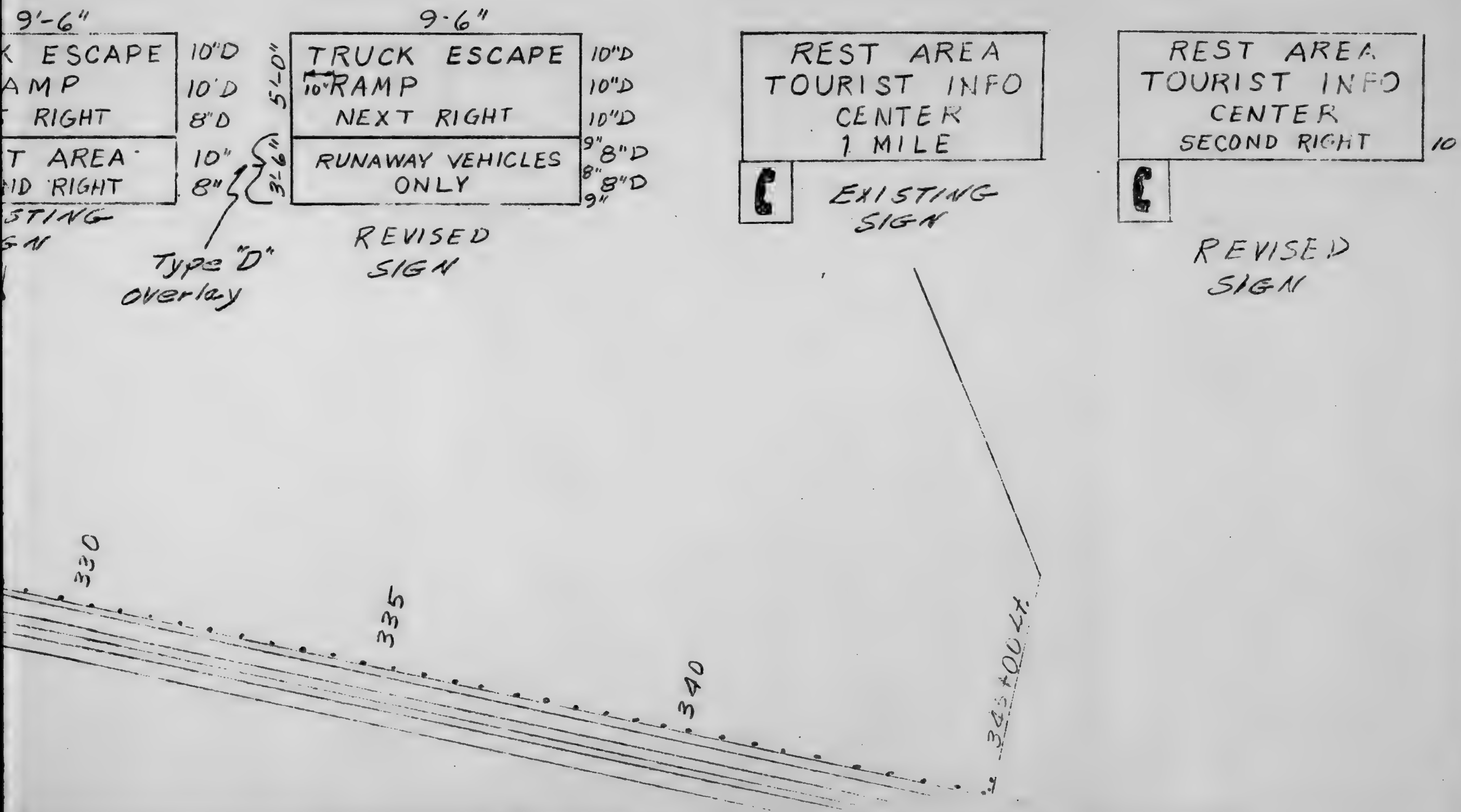
1 Versteeg ✓
2 Christensen DO
George
Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
MAY 17 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

81-125-1397


9'-6"
TRUCK ESCAPE
RAMP
NEXT RIGHT
REST AREA
SECOND RIGHT
10"D
10'D
8"D
10"
8"
5'-0
3'-6"
EXISTING SIGN
Type "D" overlay
9-6"
TRUCK ESCAPE
10"
RAMP
NEXT RIGHT
RUNAWAY VEHICLES
ONLY
5'-0"
3'-6"
10"D
10"D
10"D
9"
8"D
8"
8"D
9"
REVISED SIGN
REST AREA
TOURIST INFO
CENTER
1 MILE
EXISTING SIGN
REST A
TOURIST
CENTE
SECOND R
REVIS
SIGN
328+00 Lt.
330
335
340
343+00 Lt.


9'-6"
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RIGHT
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GN
10"D
10'D
8"D
10"
8"
Type "D" overlay
9-6"
5'-0"
3'-6"
TRUCK ESCAPE
10" RAMP
NEXT RIGHT
RUNAWAY VEHICLES
ONLY
10"D
10"D
10"D
9"
8"D
8"
8"D
9"
REVISED SIGN
REST AREA
TOURIST INFO
CENTER
1 MILE
EXISTING SIGN
REST AREA
TOURIST INFO
CENTER
SECOND RIGHT
10
REVISED SIGN
330
335
340
345+00 Lt.

9850 I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310

FILE:

September 1, 1976

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Truck Escape Ramp
Interstate 5
Pacific Highway 1
Northbound: M.P. 9.0

Attention: Marlowe Krohn

We have reviewed a proposed plan for a truck escape lane northbound on the Siskiyou's. It is a commendable project and should be included in construction as soon as possible.

The overall length of the pea gravel bed is adequate. A truck traveling at 70 MPH should use approximately 800 feet of the ramp. Whereas, a truck traveling at 80 MPH would use approximately 1200 feet. A possible concern is the approach. Being on a 7 degree horizontal curve, there may be some doubt as to the ability of a high speed truck to make the sharper curve on the inside and still stay lined up with the escape lane. Also having a paved approach might encourage passenger cars to accidentally run into the lane. This could be especially true during snow season if pavement markings were obscured.

The use of sight posts as the only separation between the shoulder and the service lane might not be enough to keep tow trucks off of the shoulder. The result could be extensive maintenance of the sight posts. The height of the guard rail should be adequate to contain a truck.

L E George
L. E. George
Traffic Engineer

GE:rj

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout
3 Krohn

RECEIVED
SEP 02 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

1984 Bertelsen Rd.-Maple St. 9851
Sec, Roosevelt Boulevard Eugene.
(gr, pav, sign, illum.)

ic   cc: OSHD (Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 2	**COUNTY** Lane	**DIVISION** Oregon
DATE OF REPORT 12/4/87	**REPORT MADE BY** Richard R. Arnold, Area Engineer		**PROJECT NO.** M-1308(3)
COMPLETION DATE (Actual) 7/10/85	**ACCEPTANCE DATE BY CONRTACT AGENCY** 6/23/87	**TIME ELAPSED** 104 %	**CONTRACT TIME** 200 CWD

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $600,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BERTELSEN ROAD TO MAPLE STREET
ROOSEVELT BOULEVARD (EUGENE)

Work completed under this project consisted of grading, paving, signing and illumination on a 1.08 mile section of city street.

The final estimated cost of this project is $830,965.36 which includes $741,870.52 for original bid item work, $12,453.84 credit for work completed under approved price agreements, $2,2919.60 adjustments for asphalt escalation and liquidated damages, $17,991.59 for extra work orders, $13,637.49 for State force work and $67,000 for construction engineering.

A total of 208 calendar days were used in completing the work as compared to the 200 calendar days allowed under the contract. Liquidated damages for the 8 days in the amount of $1,800 were assessed.

Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements.

A statement of overruns and underruns is attached to the Division Office copy of this report.

- RRA -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
DEC 9 '87
REFER TO Fredrickson
FOR
Info | Inv | R/W | D.M. | Sig | Act | File

Cy 12/

ACCEPTANCE OF PROJECT IS RECOMMENDED		**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**	
SIGNATURE Richard R. Arnold		**SIGNATURE**	
TITLE Area Engineer	**DATE** 12/7/87	**TITLE** District Engineer	**DATE** 12/8/87

FORM FHWA 1446B   PREVIOUS EDITIONS MAY BE USED

9851

August 6, 1987

CON 5 - #9851

Industrial Indemnity Co.
Bond Department
101 SW Main, Suite 1300
Portland, OR 97204

On June 26, 1987, we wrote to you concerning release of final payment on Contract No. 9851 awarded to Wildish Corvallis Construction Co. for work on the Bertelsen Road-Maple Street Section of Roosevelt Boulevard in Lane County.

Final payment on this contract is $3,809.51 and the total contract amount is $729,327.87 including $17,991.59 for work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Wildish Corvallis Construction Co.
P.O. Box 7428
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9851

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9851

TO: Commission Services

DATE: June 23, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9851, On Site Work Substantially Completed July 10, 1985

All Work Completed January 13, 1987

Project Bertelsen Road to Maple Street

Highway City Street (Roosevelt Blvd.)

County Lane

Type of Work Grading, Paving, Signing & Illumination

Contractor Wildish Corvallis Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

6-26-87 - Surety letter written.

RECEIVED
JUN 25 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

#
jc

U. S. DEPARTMENT OF TRANSPOI TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1308(3)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
7 / 61

4. PROGRAM NO.
5. ITEM NO. 20116

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE April 14, 1986
8. FEDERAL ROUTE NUMBER FAU 1308
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Bertelsen Road - Maple St. (Eugene) Section

11. GENERAL DESCRIPTION OF WORK
Monumentation throughout the project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4/14/86 as requested in Mr. Fredrickson's letter of 6/13/86 as being cost effective for the use of City of Eugene forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $4,500; Federal Funds $3,966.

RECEIVED
STAT... HWY ENGR
JUL 3 '86
REFER TO Potter
FOR

Info	Inves	R/D	J/R	Sign	Act	File

Orig. to 7/3

14. DATE 7/1/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessna
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-78)
PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1308(3)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
7-1-86

4. PROGRAM NO.
5. ITEM NO. 20116

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE December 26, 1984
8. FEDERAL ROUTE NUMBER FAU 1308
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Bertelsen Road - Maple St. (Eugene) Section

11. GENERAL DESCRIPTION OF WORK
Relocation and modification of six existing street lights

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 12/26/84 as requested in Mr. Fredrickson's letter of 6/20/86 as being cost effective for the use of Eugene Water & Electric Board forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $7,681; Federal Funds $6,770.

RECEIVED
STATE HWY ENGR
JUL 3 '86
REFER TO Potter
FOR

Info	Inves	R/D	O/R	Sign	Act	File

Orig to
7/3

14. DATE 7/1/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

jc 7751

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1308(3)

2. STATE PROJECT NO. See Below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division 6-18-86

4. PROGRAM NO.

5. ITEM NO. 20116

2A. COUNTY NAME Lane

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN 18 '86
REFER TO
Potter
FOR
Info

7. DATE AUTHORIZATION EFFECTIVE November 7, 1984

8. FEDERAL ROUTE NUMBER FAU 1308

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Bertelsen Road - Maple St. (Eugene) Section

11. GENERAL DESCRIPTION OF WORK

Correct Authorization Date

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

To correct authorization date to read 11-7-84 on PR 1240 dated 4-21-86.

14. DATE 6/18/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9 851 jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1308(3)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20116

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE February 19, 1985
8. FEDERAL ROUTE NUMBER FAU 1308
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Bertelsen Road - Maple St. (Eugene) Section

11. GENERAL DESCRIPTION OF WORK
Install extra height power poles

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/19/85 as requested in Mr. Fredrickson's letter of 4/7/86 as being cost effective for the use of Eugene Water and Electric forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $619.60; Federal Funds $546.

RECEIVED
STATE HWY ENGR
APR 23 '86
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig. to
4/23

14. DATE 4/21/86
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

January 15, 1986

Wildish Corvallis Construction Co.
P.O. Box 7428
Eugene, OR 97401

CON 5
9851

RE: Time Extension Request
Bertelsen Road-Maple Street
Contract No. 9851
FAP No. M-1308(3)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 11 days of contract time due to work performed under Extra Work Orders 1, 3, and 4 and Price Agreement 3.

A review of the project records indicates that these items of added work did not cause an overrun of contract time and that the overrun in contract time was caused by the late ordering and/or installing of contract required signing. Your request is therefore denied.

There remains eight (8) calendar days of liquidated damages under this contract. Should you wish further review of this matter, or to submit additional data, please contract Project Manager, Jack Guthrie.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc:	C. O. Fredrickson	
	James Gix	w/att.
	D. Greene	w/att.
	Jack Guthrie, City of Eugene	w/att.
	FHWA	w/att.
	Bruce Walton	

TE/252

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO
440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: January 8, 1986

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Time Extension Request
Maple - Bertelsen (Eugene)
Contract No. 9851

I recommend the request for a time extension be denied because the contractor overran the contract time due to his delay in ordering and installing signs. The contractor's request and the City's recommendation for approval are based on roadway work which was completed before the contract time expired.

We called the City's project manager and he stated the sign installations were not related to the completion of the roadwork.

wjq:cjb

Attach.

cc: D. Greene
J. Guthrie

1-15-86

W.E. Schwartz -

I concur with Region that this request should be denied.

CE ...... [✓ CAE] ____ **RECEIVED** SPC ...... TC ......
COE ____ OM ____ [✓ SA] ...... CC ......
OE ____ JAN 9 1986 PE ...... CP ......
CA ____ PQC ____
CAM ____ **CONSTRUCTION** QCS ____
EEO ____ **SECTION** FILE ____

81-125-1387

CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME

Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date November 1, 19 85

Gentlemen:

We, the undersigned, respectfully request an adjustment of contract time from 7/02/85 to 7/13/85 Section Roosevelt Blvd., Bertlesen-Maple, within which to complete without the assessment of liquidated damages, Contract No. 9851,

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

EWO#1: additional two (2) days
EWO#3: additional five (5) days
EWO#4: additional one (1) day
PA#3 : additional three (3) days

Prosecution of the contract completion date was hindered in performance of Force Account Work and Price Agreement work as defined above.

RECEIVED
NOV 6 1985
DEPT. OF PUBLIC WORKS
CITY OF EUGENE

Respectfully Submitted,

Wildish Corvallis Construction Co.
Contractor.

By Michael C. Wildish

CONSENT OF SURETY

Date November 1, 19 85

We, INDUSTRIAL INDEMNITY COMPANY, as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

Vernon Schwi Attorney-in-fact

Rollins Burdick Hunter of Oregon
Resident Agent

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

Added work did not cause time o'run. Late signs did. Request denied.

Approved: O. B. Jackmond
Assistant State Highway Engineer

734-3320 (2-83)

CONTRACTOR, SUBMIT TWO COPIES TO PROJECT MANAGER

Bertelsen - Maple
Contract 9851
Request for Adjustment of Contract Time

Comments on City of Eugene's Recommendation:

Telephone Conversation with Jack Guthrie on 12/20/85.

EWO #1 - Although minor work was being performed simultaneously (inlets etc.), the City of Eugene maintains that this work forced the finishing of subgrade to be delayed by two days thus holding up the completion of the roadwork by 2 days. The Weekly reports show the roadwork substantially complete before the allowed contract time had elapsed.

EWO #3 - This as indicated did require an additional 5 days work. Are we concerned about how section 304.36 of the Standard Specifications affect this? Also this would only increase the time required for roadwork.

EWO #4 - Work not held up, no additional time recommended by the City.

P.A. #3 - Work was ordered and executed after the roadwork was substantially complete, however the weekly reports show it to have been done before the allowed contract time had elapsed.

The apparent cause in overrunning the contract time was a delay by the contractor in ordering the signs. According to Jack Guthrie of the City the sign installations were not related to the completion of the roadwork.

12/20/85

cc [illegible]
Greene

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

Date: Dec. 17, 1985

To: Jim Gix
Region Engineer

From: D. W. Greene
Project Manager

Subject: Time Extension
Maple-Bertleson (City Street)
Contract #9851

Attention: Bill Quinn
Region Construction Engineer

Attached hereto is "Request for Adjustment of Contract Time" from contractor on the subject project. Also attached is explanation and recommendation from the city of Eugene.

I concur in the cities recommendation that the contractor be granted an additional ten days.

cc: File

ROSEBURG REGION
RECEIVED
DEC 19 1985

RE	RCE	RME	RUS	FAS
RDS	RTS	ATS	TI	RSR
RLE	GEO	RBI	RAS	AA

PUBLIC WORKS DEPARTMENT • 858 PEARL • EUGENE, OREGON 97401

City of EUGENE

December 3, 1985

Doug Greene, Resident Engineer
Oregon State Highway Division
1849 1/2 Garden Avneue
Eugene OR 97401

CONTRACTOR REQUEST FOR ADJUSTMENT OF CONTRACT TIME -- CONTRACT NO. 9851

What else was going on?

1. Extra Work Order #1 was for excavating, lining, and backfilling soft subgrade areas. The areas were over the whole length of the project. The areas were excavated by backhoes and other digging equipment, then the material was hauled off the project. A filter fabric was placed in the excavated areas, then a 1" - 0 crushed rock material was placed up to the subgrade elevation. This work was done after the rough grading and pipe work. The areas then could be defined to be excavated. The work had to be done prior to the final grading of the subgrade.

OK, work had to be redone

2. Extra Work Order #3 was for the regrading of the base rock. The base rock was ready for the asphalt pavement to be placed in the fall of 1984. During the winter the road had to be open to traffic for the property owners who take access from this project. In the Spring, the Contractor came in and renewed the rock grade prior to placing of asphaltic concrete paving. The sequence of work did not allow this to be done with any other work.

3. Extra Work Order #4 was to remove and replace the curb radius on Alva Park Dr. The curb when poured, did not line up with the existing curb. This work of removal and replacement could have been done concurrently with other work. The work had to be done prior to the asphaltic concrete paving but it was not held up due to the extra work.

OK

4. Price Agreement #3 was the placing of three catch basins at the grade breaks adjacent to the concrete barrier. The design did not show the requirement of these catch basins but it was evident upon placing the concrete barrier. The work was done after all the other work was completed.

With the explanations of the work and when it could be done, the following recommendations are made:

OREGON STATE HIGHWAY DIVISION
PROJECT MANAGER
RECEIVED
DEC 13 1985
NOTED: ☐ ☐ ☐

Recommend:

EWO #1	Allow 2 days
EWO #3	Allow 5 days
EWO #4	Allow 0 days
EWO #5	Allow 3 days

This is a total of ten days added to contract days, which is recommended.

Jack D. Guthrie

Jack Guthrie
Project Manager

JG/d

9851

t

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Bertelsen Road to Maple Street		**WEEK ENDING** July 13, 1985
		SECTION PREFIX 320 - 1091
HIGHWAY Roosevelt Blvd.		**COUNTY** Lane
NAME OF JOB Paving Roosevelt Blvd	**KIND OF WORK** Grading, Paving, Signing and illumination	
CONTRACTOR Wildish Corvallis Const. Co.	**CONTRACT NUMBER** 9851	**FEDERAL AID PROJECT NUMBER** M-1308 (3)
DATE OF CONTRACT July 26, 1984	**DATE WORK STARTED** 8-7-84	**ESTIMATED COMPLETION DATE** —
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	**SPECIFIED WORK DAYS**	**WORK DAYS USED**
	SPECIFIED CALENDAR DAYS 200	**CALENDAR DAYS USED** 208
PROJECT AUTHORIZATION: $ 855,971.60	**SPECIFIED COMPLETION DATE** May 25, 1985	**PERCENT OF TIME ELAPSED** —
EXCLUSIVE OF ENGINEERING: $ 788,097.20	**ENGINEERING AUTHORIZATION** $ 67,874.40	**PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST** 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 768,159.78	**ENGINEERING COST TO DATE** $ 35,000.00	**PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION** 98%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.5%	**PERCENT OF AUTHORIZATION** 52%	**DATE PROJECT WAS COMPLETED:** July 10, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.08	1.08			1.08
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.08	1.08			1.08
TOTAL ESTIMATED QUANTITIES (CONTRACT)	25,720cy	32,100tn			10,810tn
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	25,700	32,000			10,800
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	clear, Wm	1		
MONDAY	"	1		
TUESDAY	"	1		
WEDNESDAY	"	1		
THURSDAY	"	0		
FRIDAY	"	0		
SATURDAY	"	0		

CE E CAE ___ RECEIVED LS___ TC___
CUE___ OM___ SA___ CC___
OE ________ JUL 16 1985 FE ___ CP___
CA________ PQC________
CAM ________ CONSTRUCTION QCS________
EEO________ SECTION FILE________

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	Clean up and placing signs.
TUESDAY	Placing signs. .
WEDNESDAY	Placing signs. - Opened to traffic 11:15 AM
THURSDAY	No Work
FRIDAY	No Work
SATURDAY	No Work

REMARKS

SIGNED Jack D Guthrie LOCATION City of Eugene

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO
440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: June 24, 1985

FROM: James J. Gix
Region Engineer

SUBJECT: Bertelsen Rd. to Maple St.
Order for Extra Work No. 3
Contract No. 9851, Lane County

I am submitting for your approval, the subject work order with a certain degree of disenchantment. The project manager for the City feels that the State should pay for this extra work. Since this is a City project using FAU funds we normally only pay for one-half of the matching funds. In this instance, the contractor was prepared to pave the base lift of asphalt on this project one day before the cut off date for asphalt paving as shown in the contract. We requested, through our office and the FHA, special permission to proceed with paving asphalt beyond the cut off date due to the circumstances on this project.

This request was delayed until denial was the only choice. It was necessary to keep a portion of this project open to the public for access to their homes and businesses. We now have the prospect of spending $8,200. to reach the point where we were last September.

The work is necessary and must be done. I feel the extra cost is totally unnecessary since we should have more flexibility in our asphalt paving cut off dates to allow for an obvious need such as this.

I certainly hope that such a situation will not occur at the end of the present construction season.

jjg/ba

cc: W. E. Schwartz ✓
W. Bryant
J. Guthrie - City of Eugene
D. Greene

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 26 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

August 15, 1984

Wildish Corvallis Construction Co.
PO Box 7428
Eugene, OR 97401

CON 5
#9851

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9851 for work on the Bertelsen Road-Maple Street Section of Roosevelt Blvd. in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Enclosure

cc: Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James J. Gix
Doug Greene
L. E. George

Jack Guthrie
City of Eugene
858 Pearl Street
Eugene, OR 97401

WILDISH CORVALLIS CONSTRUCTION CO.
P. O. BOX 7428
EUGENE, OREGON 97401
(503) 485-1700

July 2, 1984

Office of Commission Services
Oregon State Highway Department
Room 121, State Transportation Building
Salem, OR 97310

Subject: Bertleson Road to Maple Street
Lane County -- Bid June 28, 1984
DBE/WBE Requirements

Gentlemen:

Goals for the subject project are as follows: DBE -- 6%; WBE -- 1% of the $749,060 bid amount.

Wildish proposes to meet these goals as follows:

DBE
Yurok Contractors, Inc.
90629 Georgetown Road
Junction City, OR 97448
Ben Campbell, 935-7342

Item	Quantity	Unit Price
# 1 -- Mobilization	Lump Sum	$ 500.00
#27 -- Guard Rail, Type 1	50 LF	30.00
#32 -- Extruded Curbs	430 LF	1.55
#34 -- Concrete Barrier	5,000 LF	8.00
#38 -- Wood Sign Posts	Lump Sum	1,200.00
#39 -- Type "C" Signs	25 SF	6.50
#40 -- Type "D"	63 SF	6.50
#41 -- Type "EE"	37 SF	9.50
#42 -- Type "H"	56 SF	6.50
#43 -- Type "T"	6 SF	11.50
EXTENDED TOTAL		$45,223.00 (6.04%)

WBE
Berg-Stubbert Construction Co.
4237 W. 5th Street
Eugene, OR 97402
Shirley Berg, 342-7570

Item	Quantity	Unit Price
#25 -- Inlets, 4A	10	$ 500.00
#26 -- CB's	5	325.00
#29 -- 7" Concrete	15	18.00
#30 -- Curb w/1.5 ft. gutter	1,300	5.25
#31 -- Curb w/4.5 ft. gutter	5,080	9.55
EXTENDED TOTAL		$62,234.00 (8.31%)

CORPORATE HEADQUARTERS OFFICE: 3600 COUNTY FARM ROAD, EUGENE, OREGON
AN EQUAL OPPORTUNITY EMPLOYER

Please approve this proposal and award subject contract to Wildish. Thank you.

Very truly yours,

Timothy D. Hendrix

Timothy D. Hendrix
Chief Estimator

TDH:cao

cc: Kay Turner

RECEIVED
JUL 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

4951

STATE COPY

TO BE COMPLETED BY FHWA 8-101	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** [illegible] - 84	STATE OREGON COUNTY LANE PROJECT NO. M-1308(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Roosevelt Blvd. (Eugene) - Bertelson Rd.-Maple St. Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-6-84	1.01
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 855,971.00	$ 754,538.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
~~XX~~X FOR: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator AUG 7 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 3, 1984

FEDERAL AID PROJECT NO. M-1308(3)

BERTELSEN ROAD-MAPLE ST. (EUGENE) SECTION
ROOSEVELT BLVD.
LANE COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 27+33 to Sta. 81+25)

Mobilization	Lump Sum	All	--	$ 15,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	--	1,000.00
Clearing and Grubbing	Lump Sum	All	--	6,000.00
Removal of Structures and Obstructions	Lump Sum	All	--	2,000.00
Ditch Excavation	Cu. Yd.	4,460	2.50	11,150.00

ALTERNATE "A"

General Excavation	Cu. Yd.	25,720	2.50	64,300.00
1"-0 Aggregate Base	Ton	32,100	5.00	160,500.00
Class "B" and Class "C" Asphalt Concrete Mixture	Ton	10,200	12.00	122,400.00
Asphalt Cement in Mixture	Ton	610	160.00	97,600.00
Hydrated Lime in Mixture	Ton	120	1.00	120.00
12-inch Storm Sewer Pipe	Lin. Ft.	523	22.00	11,506.00
15-inch Storm Sewer Pipe	Lin. Ft.	213	26.00	5,538.00
36-inch Storm Sewer Pipe	Lin. Ft.	75	40.00	3,000.00
8-inch Concrete Sanitary Sewer Pipe	Lin. Ft.	734	20.00	14,680.00
8-inch PVC Sanitary Sewer Pipe	Lin. Ft.	732	18.00	13,176.00
Portland Cement Concrete in Sewers	Cu. Yd.	8	75.00	600.00
Concrete Manholes	Each	8	1,000.00	8,000.00
Concrete Inlets, Type 4A	Each	10	500.00	5,000.00
Standard Catch Basins	Each	5	350.00	1,750.00
Guard Rail, Type 1	Lin. Ft.	50	15.00	750.00
CL-6R Chain Link Fence	Lin. Ft.	690	8.00	5,520.00
7-inch Concrete Surfacing	Sq. Yd.	15	30.00	450.00
Concrete Curb with 1.5-foot Gutter	Lin. Ft.	1,300	5.50	7,150.00
Concrete Curb with 4.5-foot Gutter	Lin. Ft.	5,080	10.00	50,800.00
Extended Curb without				

Gutter	Lin. Ft.	430	2.00	860.00
Extra for Asphalt Approaches	Each	7	250.00	1,750.00
Concrete Barrier	Lin. Ft.	5,000	12.00	60,000.00
Loose Riprap, Class 100	Cu. Yd.	100	15.00	1,500.00
Filter Blanket	Cu. Yd.	35	20.00	700.00
Adjusting Manholes	Each	1	300.00	300.00
Wood Sign Posts	Lump Sum	All	--	4,000.00
Type "C" Signs in Place	Sq. Ft.	25	10.00	250.00
Type "D" Signs in Place	Sq. Ft.	63	10.00	630.00
Type "EE" Signs in Place	Sq. Ft.	37	10.00	370.00
Type "H" Signs in Place	Sq. Ft.	56	10.00	560.00
Type "T" Signs in Place	Sq. Ft.	6	25.00	150.00
		ALTERNATE "A"		$679,060.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 3,000.00
Temporary Pavement Striping	All Required	500.00
Temporary Erosion Control	All Required	1,000.00
Roadside Seeding & Mulching	All Required	600.00
		$ 5,100.00
	SUBTOTAL	$684,160.00
	Engineering	92,361.00
	TOTAL	$776,521.00

TYPE CODE Y030
ILLUMINATION

Roadway Illumination Installation, Complete	Lump Sum	All	--	$ 70,000.00
		SUBTOTAL		$ 70,000.00
		Engineering		9,450.00
		TOTAL		$ 79,450.00

Length of Project -------------- 1.021 miles

Cost of Roadway Per Mile ------- $ 760,549.46

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Roadway	$776,521.00	$684,503.00	$46,009.00	$46,009.00
Illumination	79,450.00	70,035.00	4,708.00	4,707.00
TOTAL	$855,971.00	$754,538.00	$50,717.00	$50,716.00

Group 1:
Contract No. 9851
Prefix: 20-8282 P.E.
Prefix: 320-1091

WH:pf

9851 Eugene

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • EUGENE, OREGON 97401

City of EUGENE

June 8, 1984

Steve McNabb
Specifications Engineer
Oregon State Highway Division
Transportation Building
Salem, OR 97310

Subject: Bertelsen - Maple Section, Roosevelt Boulevard

This is a follow-up to our phone conversation of June 5th, confirming that there are no State Lands Division or Lane County permits required for this project.

Mr. Earl ~~Hunter~~ Johnson of State Lands phoned me to discuss the characteristics of the Roosevelt Channel, and concluded that his agency would not require any permits. I also contacted Mr George Currin of Lane County, concerning flood plain regulations. He confirmed that this project is located entirely within the City limits, Lane County has no jurisdiction in this matter. The City reviews projects in relation to our own flood plain information, and this project will not be affected by flood plain issues.

Again, my sincere thanks to you and your staff for all your hard work in getting this project out to bid as early as possible.

Dave Reinhard

Dave Reinhard, P.E.
Planning Engineer

RECEIVED
JUN 11 1984
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
I McNabb M
Edwards
Terpin
Trout
Wakerlig

Do[illegible] file ☐

DR313Tj

9850 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1308(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

1-1-84

4. PROGRAM NO.

5. ITEM NO. 20116

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/6/84

8. FEDERAL ROUTE NUMBER FAU 1308

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Beltline Road - Maple Street (Eugene) Section

11. GENERAL DESCRIPTION OF WORK

Grade, pave, signing and illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 6/4/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in you Estimate as anticipated items as being cost effective.

Mr. Potter's 6/4/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,114,162; Federal Funds $982,133.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

9850 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1308(3)

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1-1-84

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RECEIVED
STAT HWY ENGR
JUN 15 '84
REFER TO
Orig. to Potter

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/6/84	8. FEDERAL ROUTE NUMBER FAU 1308	9. STATE ROUTE NUMBER City Street

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PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,114,162; Federal Funds $982,133.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STAT HWY ENGR
JUN 15 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig. to 6/19

14. DATE 6/6/84	15. SIGNATURE OF APPROVING OFFICIAL H. K. Hossner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: May 29, 1984

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

I am submitting one copy of the completed application for federal-aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
20116	M-1308(3)	Bertelsen Road-Maple St. (Eugene) #7910-2-510

CL:bkb
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

1984 Will, R. (Independence) Br, 9852
Sec, on South River Road.
(bridge repair)

9852

TO BE COMPLETED BY FHWA	US [illegible]ARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
MONTHLY TRANSACTION NUMBER 1-97	**MODIFICATION OF FEDERAL - AID PROJECT AGREEMENT AND APPROVAL / AUTHORIZATION**	COUNTY MARION & POLK
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 4	1-24-92	PROJECT NO. BHS-A560(2)

SECTION NAME

WILLAMETTE RIVER (INDEPENDENCE) BRIDGE

The project agreement for the above referenced project entered into between the undersigned parties and executed by the Division Administrator on DECEMBER 16, 1983, is hereby modified as follows:

	FORMER AMOUNT	REVISED AMOUNT	APPN. CODE
ESTIMATED TOTAL COST OF PROJECT	$1,021,926.00	$1,062,662.00	
FEDERAL FUNDS	$817,540.00	$850,128.00	118

THIS MODIFICATION IS MADE FOR THE FOLLOWING REASONS:

TO INCLUIDE APPROVED CONSTRUCTION AND CONSTRUCTION ENGINEERING COSTS.

PROJECT CLASSIFICATION OR PHASE OR WORK	EFFECTIVE DATE OF APPROVAL AND OR AUTHORIZATION
PRELIMINARY ENGINEERING	
RIGHTS - OF - WAY	
CONSTRUCTION	JAN 24 1992
OTHER (SPECIFY)	

REMARKS

FUNDS AVAILABLE
sw DATE JAN 24 1992

APPROVED: B Carter
DATE: JAN 24 1992

ALL OTHER TERMS AND CONDITIONS OF THE PROJECT AGREEMENT WILL REMAIN IN FULL FORCE AND EFFECT.

OREGON STATE HIGHWAY DIVISION (Official Name of Highway Agency)	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By (SIGNATURE OF AUTHORIZED OFFICIAL) FOR: PROGRAM SECTION MANAGER	By John H Gernhauser (SIGNATURE OF AUTHORIZED OFFICIAL) FOR: Division Administrator Date executed JAN 24 1992

PR - 2A (OREGON REVISION 2-91)

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON
JANUARY 21, 1992

FEDERAL-AID PROJECT NO. BHS-A560(2)
WILLAMETTE RIVER (INDEPENDENCE) BRIDGE SECTION
COUNTY ROAD
MARION AND POLK COUNTIES

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P E
PRELIMINARY ENGINEERING

TOTAL AS ON EST. OF 6-30-87	$ 46,131.00

TYPE CODE X431
STRUCTURE; BR. NO. 5789

SUBTOTAL AS ON EST OF 6-30-87	$ 860,717.30
LUMP SUM OBLIGATION (SEE PG'S # 1,5&6)	$ ~~23,2123.00~~ 23223.00
SUBTOTAL	$ 883,940.30

TYPE CODE CENG
CONSTRUCTION ENGINEERING

SUBTOTAL AS ON EST OF 6-30-87	$ 115,077.70
LUMP SUM OBLIGATION	$ 17,513.00
SUBTOTAL	$ 132,590.70

LENGTH OF STRUCTURE - - - 0.42 MILES

SUMMARY OF FUNDS(80.00%)

APPN	TOTAL COST	FEDERAL FUNDS	MARION CO. FUNDS	POLK CO. FUNDS
118 PE	$ 46,131.00	$ 36,904.00	$ 4,613.50	$ 4,613.50
118	$ 1,016,531.00	$ 813,224.00	$ 101,653.50	$101,653.50
TOTAL	$ 1,062,662.00	$ 850,128.00	$ 106,267.00	$ 106,267.00

CONTRACT NO. 09852

E.A.NO. C09852
AGR. NO. FO3036

DDB:ddb

9852

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 7-27

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-8-87

State Oregon

County Marion & Polk

Project Number BHS-A560(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 16, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 998,511.00	$ 1,021,926.00
Federal funds	$ 798,808.00	$ 817,540.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of [illegible], 19 [illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1986 -491-818/46154

Oregon State Highway Division
Salem, Oregon June 30, 1987

Federal-Aid Project No. BHS-A560(2)

Willamette River (Independence) Bridge
County Road
Marion & Polk Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 46,131.00
	Total	$ 46,131.00

Type Code X431
Structure #5789 (Sta. 160+05.83 to 182+20)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Hot-Dip Galvanizing (PA #2A)	Lump Sum	$ ---	---	$ ---	---	$ 10,996.30
Provide Alt. Method for Traffic & Const. (PA #3A)	Lump Sum	---	---	---	---	7,184.00
Increase Flagger Hrs. (PA #4A)	Hour	15.00	---	---	349	5,235.00
				$ ---		$ 23,415.30

Increase	$ 23,415.30
Subtotal on Estimate of July 29, 1986	837,302.00
Subtotal	$ 860,717.30
Engineering	115,077.70
Total	$ 975,795.00

Length of Structure ----------------- 0.420 mi.

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	Marion Co.	Polk Co.
P.E.	118	$ 46,131.00	$ 36,904.00	$ 4,613.50	$ 4,613.50
Structure	118	975,795.00	780,636.00	97,579.50	97,579.50
Total		$1,021,926.00	$817,540.00	$102,193.00	$102,193.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C09852
Prefix: C524-1908 PE - C524-1096

RLC:me

9852

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
MONTHLY TRANSACTION NUMBER 8-38			County Marion & Polk
PROJECT REPORT NUMBER			
MODIFICATION NUMBER 2		8-7-86	Project Number BHS-A560(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on Dec. 16, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,025,337.00	$ 998,511.00
Federal funds	$ 820,269.00	$ 798,808.00
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of AUG, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon July 29, 1986

Federal-Aid Project No. BHS-A560(2)

Willamette Riv. (Independence) Bridge
County Road
Marion & Polk Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 46,131.00
		Total	$ 46,131.00

Type Code X431
Structure #5789 (Sta. 160+05.83 to 182+20)

Subtotal from previous estimate of August 3, 1984		$ 837,302.00
	Subtotal	$ 837,302.00
	Engineering	115,078.00
	Total	$ 952,380.00

Length of Structure	0.420 mi.

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	Marion Co.	Polk Co.
P.E.	118	80%	$ 46,131	$ 36,904	$ 4,613.50	$ 4,613.50
Structure	118	80%	952,380	761,904	95,238.00	95,238.00
Total			$ 998,511	$ 798,808	$ 99,851.50	$ 99,851.50

Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. C09852
Prefix: C524-1908 PE - C524-1096
DDB:bkb

9852

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-133	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
MODIFICATION NUMBER 1	8-13-84	County Marion & Polk
		Project Number BHS-A560(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 16, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 75,000	$ 1,025,337
Federal funds	$ 60,000	$ 820,269
Other revisions		

This modification is made for the following reasons: to include contract construction work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of August, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Lale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon August 3, 1984

Federal Aid Project No. BHS-A560(2)

Willamette River (Independence) Bridge
South River Road
Marion and Polk Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 75,000.00
	Total	$ 75,000.00

Type Code X431
Structure #5789 (Sta. 160+05.83 to Sta. 182+20)

Mobilization	Lump Sum	All	Lump Sum	$ 84,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	5,000.00
Temporary Signs	Sq. Ft.	336	12.00	4,032.00
Temporary Barricades	Each	2	75.00	150.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	125	21.00	2,625.00
Temporary Traffic Signal Installation	Lump Sum	All	Lump Sum	5,000.00
Flaggers	Hour	50	15.00	750.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	5,000.00
Guard Rail, Type 2A	Lin. Ft.	100	20.00	2,000.00
Guard Rail Anchors, Type 1	Each	4	500.00	2,000.00
Rail End Pieces, Type C	Each	4	100.00	400.00

STRUCTURE
ALTERNATE "A"

Bridge Removal Work	Lump Sum	All	Lump Sum	30,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	10,000.00
Structure Excavation	Cu. Yd.	740	10.00	7,400.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	30,000.00
Furnish HP 10x42 Steel Piling	Lin. Ft.	8,640	12.00	103,680.00
Drive Steel Piles	Lin. Ft.	8,640	1.00	8,640.00
Structural Concrete,				

Class 3300 (484 C.Y.)	Lump Sum	All	Lump Sum	56,000.00
Reinforcement	Lump Sum	All	Lump Sum	18,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	125	57.00	7,125.00
Structural Steel (470,600 lbs.)	Lump Sum	All	Lump Sum	455,000.00
				$ 836,802.00

Anticipated Items

Temporary Erosion Control	All Required	$ 500.00
	Subtotal	$ 837,302.00
	Engineering	113,035.00
	Total	$ 950,337.00

Length of Structure	0.420 mi.

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	Marion Co.	Polk Co.
P.E.	$ 75,000.00	$ 60,000.00	$ 7,500.00	$ 7,500.00
Structure	950,337.00	760,269.00	95,034.00	95,034.00
Total	$ 1,025,337.00	$ 820,269.00	$102,534.00	$ 102,534.00

Group 1 100%
Contract No. 9852
Prefix: 524-1908 P.E.
Prefix: 524-1096

WH:bkb

STATE COPY

Gen. File

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
12-143

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: Oregon
County: Marion & Polk
Project No.: BHS-A560(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., E. City Limits, Independence

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-29-83	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro-rata 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 75,000.00	$ 60,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By Harry C. Potter

Manager, Program Section
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   DEC. 9, 1983

FEDERAL AID PROJECT No. BHS-A560(2)

Willamette River (Independence) Br. Section

County Road in Marion & Polk Counties

PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required $	75,000.00
	TOTAL	75,000.00

Length of Project ---------- 0.0 mi.

Federal Funds (80.0%)	$ 60,000.00
County Funds	15,000.00
Total	$ 75,000.00

Group 1   100%
Prefix: 524-1908

RHZ:lks

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following actions and report these actions for your official records:

1) On September 14, 1990, signed an agreement with the Alaska Department of Transportation and Public Facilities, Forest Service, and WFLHD for transferring $600,000 of Forest Highway Funds from Alaska to Oregon during this fiscal year. The funds will be reallocated from Oregon Forest Highway Funds to the State of Alaska in fiscal year 1991. (William Anhorn signed agreement for State Highway Engineer.)

2) On September 25, 1990, approved an emergency contract to clear debris from a slide at M.P. 4.38 on the Historic Columbia River Highway (Crown Point Highway) in Multnomah County.

   The slide occurred on September 24, 1990. First reports indicated that vehicles and people may be trapped within the slide.

   I determined that a contract needed to be let to clear the debris and re-open the road to the traveling public. Estimated cost for this work is $300,000. Due to the emergency nature of the situation, time was not available to formally obtain bids.

3) On October 1, 1990, approved a 3.12 percent increase in project authorization on Contract No. 10,915 for the Jewell Junction-Osweg Creek Section of the Sunset Highway, Clatsop County, in the amount of $69,822.69. (William Anhorn approved for State Highway Engineer.)

4) On October 11, 1990, signed a personal service contract with OBEC Consulting Engineers for developing plans, specifications, and cost estimates for the Sams Valley Highway Junction-Shady Cove (N. Unit) Section of the Crater Lake Highway in Jackson County. This contract is effective October 11, 1990, to December 31, 1992, at a cost not to exceed $319,108. (Transportation Commission approved September 19, 1989. Contract signed by William Anhorn for State Highway Engineer.)

5) On October 11, 1990, signed an agreement with the City of Milwaukie, Clackamas County, which provides for construction of a storm drain system on SE Ochoco Street which includes a pipe crossing of McLoughlin Boulevard. (Project approved by Transportation Commission on August 16, 1988, as part of the Six-Year Highway Improvement Program. William Anhorn signed agreement for State Highway Engineer.)

6) On October 12, 1990, signed a personal service contract with Barney & Worth, Inc./Public Financial Management to review the 1986 and 1988 Roads Finance Studies, produce an updated version of the 1988 report, and develop a 1991 legislative strategy. This contract is effective October 15, 1990, through March 31, 1991, at a cost not to exceed $50,000. (Contract signed by William Anhorn for State Highway Engineer. Transportation Commission approved August 21, 1990.)

7) On October 12, 1990, approved a 10.9 percent increase in project authorization on the Willamette River (Independence) Bridge Section of South River Road in Marion County (Contract No. 9852) in the amount of $103,462.23.

8) On October 12, 1990, approved a 4.5 percent increase in project authorization on the John Day River Bridge on the Lower Columbia River Highway in Clatsop County (Contract 10,561) in the amount of $297,320.

Dated this 29 day of October, 1990

Duane A Christensen

for Donald E. Forbes, State Highway Engineer

October 19, 1990

STATE OF OREGON
HIGHWAY DIVISION - OFFICE OF OPERATIONS

INTEROFFICE MEMO
378-6528

FILE: CON 5
9852

DATE: October 4, 1990

TO: Donald E. Forbes
Highway Engineer

AUTHORIZATION FOR
FORBES APPROVAL.
DELEGATION ORDER 35
PARAGRAPH 65 (F).
cH

FROM: Kenneth E. Husby
Manager, Office of Operations

SUBJECT: Request for Increase in Project Authorization
Willamette River (Independence) Bridge
South River Road
Marion County
Contract No. 9852

The contract work on this federally funded project was complete in March of 1985. We recently discovered that the project has overrun the authorization. This project was administered at different times by three project managers and costs were not properly monitored. After the County, who performed the design work, completes some structural investigation and necessary repair work to allow for bridge expansion, the project is expected to overrun the authorization by $103,462 or 10.9 percent.

Key overrun areas include the following.

1. The project had five major change orders that amount to $55,500. The work included additional traffic control, galvanizing structural steel, additional retaining wall, sidewalk ramps and guardrail and claim settlement.
2. The project completion time was extended 52 days. This resulted in a $28,143 engineering overrun.
3. During construction it was discovered that the bridge was not expanding or contracting as designed. This required a lengthy study by the County through several season cycles and resulted in $20,000 of extra study and repair expenses.

I recommend that the project authorization be increased by $103,462.23 to a new total of $1,053,800.

CFH:dp

Return originals to: Husby (Operations)
c.c: Fran Neavoll - for dele auth. report.
[redacted]
Husby (Region 2)
Initial Files

STATE HIGHWAY ENGINEER
14/12/90

RECEIVED
STATE HWY ENGR
OCT 5 '90
ASSIGNED TO
FOR

INFO	INVES	ROUGH DRAFT	DIRECT REPLY	SIGN	ACT	FILE

bc: Robert N. Bothman
Fran Neavoll
William Anhorn
Kenneth D. Karnosh
Ken Stoneman
Don Aman
Lee Franklin
Carol Mitchell
Bruce Walton

CFH:dp

EXPECTED OVERRUN OF PROJECT AUTHORIZATION

PROJECT NAME (SECTION) Willamette River (Independence)Bridge			DATE 27-Sep-90	CONTRACT NO. 9852
HIGHWAY South River Road		COUNTY Marion		F.A. PROJECT NO. BHS-A-560(3)
CONTRACTOR Hamilton Construction		KIND OF WORK Bridge Reconstruction	PERCENT COMPLETE 100	ESTIMATED COMPLETION DATE Complete

	CURRENT AUTHORIZATION		CURRENT ESTIMATE	
CONTRACT AMOUNT	$836,802.00	CONTRACT AMOUNT	$836,802.00	
ANTICIPATED ITEMS	$500.00	FORCE ORDERS	$113,498.00	
CONTINGENCES	$37,678.59			
ENGINEERING	$75,357.18	ENGINEERING	$103,500.00	
CREDITS				
TOTAL PROJECT COST	$950,337.77	TOTAL PROJECT COST	$1,053,800.00	
		ESTIMATED INCREASE	$103,462.23	10.9%

LIST MAJOR OVERRUNS AND UNDERRUNS- Include the BI, PA, EWO & SFO numbers, description & whether the work was anticipated (A) or unanticipated (U):	CURRENT ESTIMATED AMOUNT	AMOUNT OF CHANGE
P.A. #2 Galvanize Substructure (U)	$11,000.00	$11,000.00
P.A. #3 Construction Safety (U)	$7,000.00	$7,000.00
P.A. #4 Construction Safety (U)	$5,200.00	$52,200.00
P.A. #6 Claim Settlement (Interest) (U)	$8,800.00	$8,800.00
SFO #1 Retaining Wall, Sidewalk, Guardrail (U)	$23,500.00	$23,500.00
SFO #3 Expansion Joint (U)	$20,000.00	$20,000.00
Engineering (U)	$28,143.00	+37.3%

PRINCIPLE REASONS FOR OVERRUNS (Continue on reverse side):

The project had five major change orders that were not anticipated in the original authorization. Three of these involved necessary design changes which increased the project cost by $41,500. These include changing the protective coating of the substructure from a paint system to hot dip galvanizing, message boards for traffic control which were not included on the origonal TP&DT plan, and guardrail, sidewalk ramps and a small retaining wall requested by the County and provided for under a State Force Order. Two other major change orders covered additional flagging ($5,200) and interest on a claim settlement ($8,800). Another State Force Order is to be written for $20,000 for remedial repairs to the expansion joint at the bridge end to compensate for design flaws discovered after construction had begun. There was also a substantial engineering overrun ($28,143) due to a 52 day extension of the contract.

SUBMITTED BY PROJECT MANAGER Lee Franklin Lee Franklin	NOTED BY CONSTRUCTION ENGINEER Kenneth E Husby
CONFIRMED BY REGION ENGINEER Ken Stoneman	NOTED BY STATE HIGHWAY ENGINEER

INSTRUCTIONS: Submit the origonal through Region to the Construction Section. Approved copies will be distributed by the Construction Section.

[illegible]

J

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5
9852

TO: THE FILE **DATE:** December 30, 1988

FROM: Steve Littrell
Contract Claims Coordinator S Littrell

SUBJECT: Claim Settlement
Willamette River (Independence) Bridge
Hamilton Construction Co. (Oregon)
FAS-A560
Contract No. 9852
Price Agreement No. 6

Attached is Price Agreement No. 6 for $42,044.15 for settlement of all claims by Hamilton Construction Co. (Oregon), prime contractor on the above-referenced project.

This claim involves nine items (exhibits), additional mark-up, liquidated damages, and interest involved in the structural steel work done on this project. A brief explanation of the contractor's claims, our findings, and the resolutions follow. Additional supporting documentation is attached to this memo.

This was a very complex claim in the format it was submitted and in the State's analysis of entitlement. The claim was reviewed in conjunction with a time extension request, and due to delays in the submittals by the contractor and the lengthy analysis by State personnel, the claim has taken much longer than normal.

For clarity, some discussion will be eliminated on those exhibits submitted by the contractor where no monetary renumeration is requested. A time extension of 39 days was granted on November 29, 1988, thereby deleting all assessed liquidated damages as further discussed below.

Exhibit 1 Changes and Alterations to Plans and Specifications

Claim: The contractor contends that the plans misrepresented conditions of the existing bridge through misalignment of bent locations, span lengths, centerline and edge of deck relationship, spacing of stringers and elevations of stringer seats.

RECEIVED
STATE HWY ENGR

DEC 30 '88

ASSIGNED TO

FOR

INFO	[illegible]	ROUGH DRAFT	DIRECT REPLY	SIGN	ACT	FILE

81-123-1387

Findings: The plans did indicate conditions that were found to be different in many instances from the existing bridge. Therefore, the contractor's assertion that the existing structure did not conform to the contract plans is correct. No costs were claimed under Exhibit 1, but costs attributed to this reasoning are claimed in Exhibits 2 through 9.

Exhibit 2 Initial Structural Steel Changes

Claim: The contractor is claiming additional compensation on four items affected by changes in structural steel for: (1) short-slotting the bolt holes on the line bracing connections and long-slotting the column cap plate bolt holes ($3,102), (2) slotting the base plate anchor bolt holes ($496), (3) shop drawing revisions ($935), and (4) plate washers required by slotting base plate anchor bolt holes ($2,264). Total claimed: $6,797.

Item 1.

Findings: Optional oversized bolt holes were allowed by the plans for minor discrepancies in dimensional tolerances of structural steel members, but due to the random and extreme differences in plan and actual dimensions, it was necessary to slot bolt holes in the line bracing and column cap plates. The contractor should share some of the costs of slotting due to the fact that he should have anticipated oversizing the bolt holes anyway.

Resolution: Since the shop drawings and layout work was done prior to discovering the discrepancies in actual dimensions from plan dimensions, the contractor is entitled to additional compensation of $2,449.85.

Item 2.

Findings: Design tolerances could not be achieved for vertical adjustments to the column base plate due to the inconsistent elevations between the plan elevations and existing bridge elevations. Therefore, the skew of the column anchor bolts did not allow the base plate holes to align properly without slotting the holes.

Resolution: Existing elevations and plan elevations should have been reasonably close. Normal hole sizing allows for plumb adjustment, so slotting should have been unnecessary. Entitlement in total of $496.

Item 3.

Findings: Shop drawing revisions were necessary to coincide with changes for slotting bolt holes on various structural members as discussed above.

Resolution: Partial entitlement for shop drawing revision costs are due the contractor since some revisions to shop drawings should have been anticipated for these items. Contractor due $779 in additional compensation.

Item 4.

Findings: The County requested plate washers for the 1½-inch anchor bolts to cover the slotted base plates. The washers are a necessary item in this application. The contractor is entitled to renumeration for the plate washers.

Resolution: The resolution is covered under Exhibit 9 below. Subtotal claim settlement this exhibit: $3,724.85.

Exhibit 3 Comparative Cost Schedule

This exhibit was only a comparison of the proposed schedule versus the actual schedule and not a cost schedule as titled. No monetary claim is made under this exhibit.

Exhibit 4 Historical Hydrological Data

The contractor claims that historical hydrological data used in preparing the proposed schedule shows that if the structural steel work was completed by the last week in October 1984, high water would not be a factor in completing this work. No monetary claim is made under this exhibit. The impact of high water will be discussed below.

Exhibit 5 Increased Direct Costs

Claim: The contractor is claiming that extensive changes and subsequent delays in the structural steel work caused his efficiency and production to decline and therefore it cost him more to accelerate his operation and complete the work. He is claiming $22,881 for the direct costs associated with the design errors and delays.

Findings: The numerous changes and delays caused the work to be done later in the year. This put the contractor's erection of the structural steel in the flood season and increased the contractor's costs to complete the work. The major portion of this entitlement is for evacuation and remobilization costs due to high water.

Resolution: The contractor is entitled to $9,888.51 as compensable costs associated with the increased direct costs. Subtotal claim settlement this exhibit: $9,888.51.

Exhibit 6 Increased Indirect Costs

Claim: The contractor is claiming $33,059 increased indirect costs (overhead) for seven and one-half weeks of additional time it took to complete the project due to the discrepancies in plan and actual structure and for the delays, extra work, changes, and high water impact.

Findings: The contractor does have some entitlement to increased indirect costs associated with the above claimed causes. The entitled costs are for extra supervision, job office, security services, supervisor's equipment rental, and insurance.

Resolution: The compensable costs for extra overhead expenses are $10,858. Subtotal claim settlement this exhibit: $10,858.

Exhibit 7 Increased Cost Summary

This exhibit is only a summary sheet of the claimed costs on all exhibits which will be recapped at the end of this memo.

Exhibit 8 **Clean Structural Steel**

Claim:	The contractor is claiming the extra cost in cleaning the stockpiled structural steel of mud and debris due to high water. He is claiming $9,040 of additional costs for cleaning the structural steel prior to erection.
Findings:	The contract requires the contractor to use clean new materials when erecting the structure. It is the contractor's responsibility to take the necessary precautions to keep the stockpiles high and dry, if necessary, to prevent mud and debris off the material.
Resolution:	No entitlement.

Exhibit 9 **Unpaid Price Agreement Items (Extra Work)**

Claim:	The contractor is claiming additional compensation for extra work items that were completed at the direction of the State but were never paid, and prices were not agreed upon at the time of the work. The extra work included 10 items of claimed compensation of $11,887.
Findings:	Entitlement is due the contractor since the work was ordered by the State. Of the 10 entitled items, three major portions are: sole plate and shearing lug modifications, $2,462; touch-up galvanizing, $3,428; and additional plate washers (as discussed above), $1,271. There are seven minor extra work items totaling $1,579. The total for all 10 items is $8,740.
Resolution:	Entitlement of $8,740. Subtotal claim settlement this exhibit: $8,740.

Contractor's Additional Mark-up

Claim:	The contractor is claiming additional mark-up of $15,060.
Findings:	Since the extra compensated items include mark-up, no entitlement is due the contractor.

Liquidated Damages

Claim: The contractor is requesting a return of monies held in liquidated damages. He is requesting the return of 39 days at $225 per day, or $8,775.

Findings: The liquidated damages assessed to the contractor (39 days) have been returned, along with $2,990 in interest on the $8,775. $11,765 has been credited to the contractor's final pay estimate as outlined in the previously mentioned time extension request.

Interest Due

Claim: The contractor is claiming a straight 10 percent interest on $78,693, or $7,869.

Findings: The contractor is entitled to interest on compensable additional costs of this entire claim. He is entitled to approximately 25 months of interest at 13 percent, the statutory rate for this claim.

Resolution: The contractor is entitled to interest in the amount of $8,832.75. Subtotal claim settlement this exhibit: $8,832.75.

SUMMARY OF ALL EXHIBITS

EXHIBIT NUMBER	CLAIM	AMOUNT CLAIMED	AMOUNT ALLOWED
1	Changes and Alterations Plans/Specs	$ 0.00	$ 0.00
2	Structural Steel Changes		
	Item 1: Slotting	$ 3,102.00	$ 2,449.85
	Item 2: Base Plates	$ 496.00	$ 496.00
	Item 3: Shop Drawing Revisions	$ 935.00	$ 779.00
	Item 4: Plate Washers (See Exhibit 9)	$ 2,264.00	$ 0.00
	SUBTOTALS	$ 6,797.00	$ 3,724.85
3	Comparative Cost Schedule	$ 0.00	$ 0.00
4	Hydrological Data	$ 0.00	$ 0.00
5	Increased Direct Costs	$ 22,881.00	$ 9,888.51
6	Increased Indirect Costs	$ 33,059.00	$10,858.00
7	Increased Cost Summary	$ 0.00	$ 0.00
8	Clean Structural Steel	$ 9,040.00	$ 0.00
9	Unpaid Extra Work	$ 11,887.00	$ 8,740.00
	Additional Mark-up	$ 15,060.00	$ 0.00
	Liquidated Damages (See Time Extension)	$ 8,775.00	$ 0.00
	Interest	$ 7,869.00	$ 8,832.75
	TOTALS	$115,368.00	$42,044.15

We have determined it to be in the best public interest to settle this claim for $42,044.15.

SJL:mk

Attach.

cc: William Anhorn   Robert Pool   Lee Franklin   12291m

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PRICE AGREEMENT

011

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) Willamette River (Independence) Bridge		CONTRACT NO. 9852
HIGHWAY South River Road	COUNTY Polk & Marion	
CONTRACTOR'S NAME AND ADDRESS Hamilton Construction P.O. Box 659 Springfield, OR 97477-0121		F A PROJECT NO FAS-A560
		PRICE AGREEMENT NO. 6

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Reimburse Contractor for:

changes to structural steel due to existing bridge irregularities.

increased direct construction costs due to changes in structural steel.

increased indirect construction costs caused by required structural changes.

Extra Work ordered by Engineer.

interest on claim settlement.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
4006A	Exhibit 2	L.S.	100%	3,724.85	3,724.85
4006B	Exhibit 5	L.S.	100%	9,888.51	9,888.51
4006C	Exhibit 6	L.S.	100%	10,858.00	10,858.00
4006D	Exhibit 9	L.S.	100%	8,740.00	8,740.00
4006E	Interest	L.S.	100%	~~8,176.33~~ 8,832.79	~~8,176.33~~ 8,832.79 OH

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $42,044.15 OH 11-23-88 ~~41,387.69~~

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

This payment constitutes full and complete settlement of all claims on this project.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: William H. [illegible] 11/3/88
CONTRACTOR DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER DATE
Lee Franklin 11/3/88

APPROVAL RECOMMENDED ~~OR APPROVED~~ BY REGION DATE
Kenneth P. [illegible] 11-4-88

~~NOTED OR~~ APPROVED BY CONSTRUCTION DATE
D. B. Jackman NOV 0

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION): Willamette River (Independence) Bridge
CONTRACT NO: 9852
HIGHWAY: South River Road
COUNTY: Polk & Marion
NET EFFECT OF ORDER ON PROJECT INCREASE ~~DECREASE~~ $41,387.69
PROJECT AUTHORIZATION: $950,377.77
EST. PROJECT COST WITH ORDER: $
OVERRUN: %
F.A. PROJECT NO.: FAS-A560
ESTIMATED STARTING DATE*: Claim Settlement OR DATE WORK WAS STARTED*
WORK OR CHANGE IS SUBSTANTIAL? ☒ YES ☐ NO
TO ACCOMPANY (ORDER TYPE AND NUMBER): Price Agreement #6
SUBMITTED TO REGION BY PROJECT MANAGER (SIGN): Lee Franklin DATE 11/4/88 FOR ☐ REVIEW ☒ APPROVAL
SUBMITTED TO CONSTRUCTION BY REGION (SIGN): DATE 11-4-88 FOR ☐ REVIEW ☒ APPROVAL

WORK OR CHANGE HAS BEEN DISCUSSED WITH —

Ken Husby	BY	Lee Franklin	DATE Various
Bryant Jackmond	BY	Lee Franklin	DATE Various
Ken Karnosh	BY	Lee Franklin	DATE Various
	BY		DATE

APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM* —

Ken Husby	BY	Lee Franklin	DATE Various
Bryant Jackmond	BY	Lee Franklin	DATE Various
Ken Karnosh	BY	Lee Franklin	DATE Various

WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA — BY DATE

FHWA TENTATIVE APPROVAL OBTAINED FROM — BY DATE

FOR "PRICE AGREEMENTS" THAT CHANGE A CONTRACT PRICE OR DETERMINE A NEW PRICE —
"COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☐ YES
"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☐ YES ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section): BY DATE

APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section): BY DATE

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval, Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders".)—

This Price Agreement constitutes a complete settlement for a claim initiated by the Contractor. Supporting data and analysis by the Project Manager are contained in the attached "Claim" notebook.

☐ CONTINUED ON ADDITIONAL SHEET(S)

* EXCEPT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL(S)

734-1882 (REV. 10-85)

Submit Original to Construction Section

9852

J

December 8, 1988

CON 5 - 9852

Hansen & Rowland, Inc.
  of Oregon
5319 S. W. Westgate Dr.
Suite 139
Portland, OR 97221

A post-final payment for $53,810.20 will be made to Hamilton Construction Co. (Oregon) on Contract No. 9852 for work on the Willamette River (Independence) Bridge of South River Road in Marion and Polk Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $892,062.41 including the post-final payment. No force account work was performed on this contract.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: Kenneth E. Husby
Thomas D. Lulay
Bob Pool

9852

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 29, 1988

In Reply Refer to
File No.:
CON 5
9852

Hamilton Construction Co. (Oregon)
P.O. Box 659
Springfield, OR 97477-0121

Time Extension Request
Willamette River (Independence) Bridge
Contract No. 9852
FAP No. BHS-A560(2)

Your request for additional contract time for completing the above project has been carefully reviewed. Although this time extension request has no effect on your recently settled contract claim, it was reviewed in conjunction with that claim. Your claim review and submittal of supporting documentation has been a lengthy process which has affected the length of time for this request to be processed. We apologize for any hardships our portion of the delayed process may have caused you.

You have requested an additional 60 days of contract time due to delays caused by the extra work requested by the State; unusual and unpredictable weather delays in November 1984; as well as other delays that have been addressed in your claim settlement.

Our review finds that you were delayed 16 days due to extra work, and 23 days due to weather production loss due to high water. We are granting 39 days of contract time, which extends the completion time of the contract to 189 calendar days.

You were assessed 39 days of liquidated damages at $225 per day for a total of $8,775. We are returning this amount to you.

We are also paying you interest on the assessed liquidated damages in the amount of $2,991.05. This interest period is the same period as allowed on your claim settlement.

I am pleased these issues are finally settled, as I'm sure you are, and this project can now be closed out. If you need further clarification on this matter, please contact Project Manager Lee Franklin.

ORIGINAL SIGNED BY
WILLIAM G. ANHORN

William Anhorn
Deputy State Highway Engineer

bc Ken Husby
Ken Karnosh w/att.
Lee Franklin w/att.
FHWA w/att.
Bruce Walton

AN EQUAL OPPORTUNITY EMPLOYER

OBJ:mk sl

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Husby
Construction Engineer

DATE: October 25, 1988

SUBJECT: Willamette River (Independence) Bridge
Contract 9852
Time Extension Request

This is an extremely overdue issue.

Enclosed is a subject time extension request. Since I reviewed it as Chief Cost Engineer in May, I did not re-analyze it. My comments are in the inside pocket of the binder. I recommend an extension of 36 days be granted.

Obviously, there would also be significant interest due on the liquidated damages.

Kenneth D. Karnosh

Kenneth D. Karnosh
Region Construction Engineer

KDK:dk

Enclosure

1025D3

11-21-88

Wm. Anhorn:

I concur with Region and Project Manager as to the reasons for granting additional time. My review indicates that an additional 39 calendar days should be granted, and that is my recommendation.

CE — CAE ...... RECEIVED SPC — TC —
COE ..... OM ..... SA — CC
OE .... OCT [illegible] 1988 FE ..... CP —
CA ....
CAM .... [illegible]
ESO .... SECTION FILE —

81-125-1987

985

J

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PRICE AGREEMENT

011

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) Willamette River (Independence) Bridge		CONTRACT NO. 9852
HIGHWAY South River Road	COUNTY Polk & Marion	
CONTRACTOR'S NAME AND ADDRESS Hamilton Construction P.O. Box 659 Springfield, OR 97477-0121		F. A. PROJECT NO FAS-A560 PRICE AGREEMENT NO. 6

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Reimburse Contractor for:

changes to structural steel due to existing bridge irregularities.

increased direct construction costs due to changes in structural steel.

increased indirect construction costs caused by required structural changes.

Extra Work ordered by Engineer.

interest on claim settlement.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
4006A	Exhibit 2	L.S.	100%	3,724.85	3,724.85
4006B	Exhibit 5	L.S.	100%	9,888.51	9,888.51
4006C	Exhibit 6	L.S.	100%	10,858.00	10,858.00
4006D	Exhibit 9	L.S.	100%	8,740.00	8,740.00
4006E	Interest	L.S.	100%	~~8,176.33~~ 8,832.79	~~8,176.33~~ 8,832.79

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $42,044.15 11-23-88 ~~41,387.69~~

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

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PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: William K Rade 11/3/88
CONTRACTOR DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER: Lee Franklin DATE: 11/3/88

APPROVAL RECOMMENDED ~~OR APPROVED~~ BY REGION: Kenneth D. Kamzel DATE: 11-4-88

~~NOTED OR~~ APPROVED BY CONSTRUCTION: O. B. Jackman DATE: NOV 07 [illegible]

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

734-1169 (10-85)

April 2, 1986

CON 5 - #9852

Hansen & Rowland Inc. of Oregon
5319 SW Westgate Drive
Suite 139
Portland, OR 97221

Contract No. 9852 awarded to Hamilton Construction Co. (Oregon) for bridge repair on the Willamette River (Independence) Bridge on FAS-A560 in Marion and Polk Counties was completed on January 17, 1986, and accepted by the State Highway Division on March 11, 1986.

Final payment in the amount of $20,333.01 will be released to the contractor after April 7, 1986. The total contract amount is $838,252.21 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Hamilton Construction Co. (Oregon)
P.O. Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

9852

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9852

TO: Robert Gormsen
Manager, Commission Services

DATE: March 11, 1986

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9852, On Site Work Substantially Completed February 15, 1985

All Work Completed January 17, 1986

Project Willamette River (Independence) Bridge

Highway FAS A560 (South River Rd.)

County Marion and Polk

Type of Work Bridge Repair

Contractor Hamilton Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

4-2-86 - Surety letter written.

noted R Gormsen

RECEIVED
MAR 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 734-3001 [illegible]

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION
FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willamette R. Br. (Independence)

WEEK ENDING: December 21, 1985

SECTION PREFIX: EA: C09852/021/900

HIGHWAY: FAS-A560 S. River Rd

COUNTY: Polk & Marion

NAME OF JOB: Willamette R. (Indep.) Bridge

KIND OF WORK: Bridge Repair

CONTRACTOR: Hamilton Construction Co.

CONTRACT NUMBER: 9852

FEDERAL AID PROJECT NUMBER: BHS-A560(2)

DATE OF CONTRACT: July 30, 1984

DATE WORK STARTED: August 8, 1984

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 150

CALENDAR DAYS USED 203

PROJECT AUTHORIZATION: $ 950,337.77

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 126

EXCLUSIVE OF ENGINEERING: $ 874,980.59

ENGINEERING AUTHORIZATION: $75,357.18

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EST COST OF COMPLETE PROJ EXCLUSIVE OF ENGINEERING: $ 849,595.50

ENGINEERING COST TO DATE: $106,279.52

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT XXXXRUN UNDERRUN 3 %

PERCENT OF AUTHORIZATION 141 %

DATE PROJECT WAS COMPLETED: February 15, 1985

ESTIMATED PERCENT COMPLETE (ROADWAY)

MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	5789A						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15	Clear			
MONDAY 16	Clear			
TUESDAY 17	Clear			
WEDNESDAY 18	Clear			
THURSDAY 19	Clear			
FRIDAY 20	Clear			
SATURDAY 21	Clear			

Willamette R. (Indep.) Bridge 9852 BHS-A560(2) December 21, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 15	No Activity
MONDAY 16	No Activity
TUESDAY 17	No Activity
WEDNESDAY 18	No Activity
THURSDAY 19	No Activity
FRIDAY 20	No Activity
SATURDAY 21	No Activity

REMARKS

REMARKS: Semi-final submitted on August 19, 1985.

This is the last weekly report for this project.

SIGNED William H Pie LOCATION Salem

William H. Pie

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

9852

11

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
CONSTRUCTION ENGINEER

DATE: 9-26-85

CON 2

SUBJECT: Material Quality Review

In response to Jerry Wimer's memo dated 8-29-85, the following is a status report of projects completed prior to 5-1-85.

Contract No.	Project Name	Second Notification	Status
9469	Nehalem River Br.	11-14-84	PCC low strengths being reviewed by PM for price adjustment.
9568	Chemawa Intrchg.	10-2-84	Test Result Summary and material price adjustment being reviewed by PM.
9619	Chemawa Int.- Pine Street	1-16-85	Test Result Summary being reviewed by PM.
9651	Linn Co. Line - Suttle Lake	11-2-84	Final Payment has been made
9843	Cronin Creek -	11-14-84	Records submitted to (Foss Rd.) Br. Construction.
9852	Willamette River (Independence) Br.	2-15-85	Contractor claim pending; being reviewed by PM.

Kenneth E. Husby
REGION CONSTRUCTION ENGINEER

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 30 '85
REFER TO
FOR
Info Invest R/D D/R Sign Act File

KEH:RET:lg
cc: W.E. Schwartz
Bill Piete - Expedite your review and submit ASAP.
Ken Stoneman - Expedite your review and submit ASAP.
0926L3

81-125-1307

1852 jc

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BHS-A560(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion & Polk

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40102

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-17-85

8. FEDERAL ROUTE NUMBER Secondary A560

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Willamette River (Independence) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install guardrail; pave sidewalk ramps and pave west approach.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5-17-85 as requested in Mr. Fredrickson's letter of 7-16-85 as being cost effective for the use of Marion County forces to proceed with the above work. State Force Order No.1 representing work to be performed by Marion County forces is approved for a TEC of $20,905; Federal Funds $16,724.

RECEIVED
STATE HWY ENGR
JUL 31 '85
REFER TO
Potter
FOR

14. DATE 7/29/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

1

FINAL INSPECTION OF FEDERAL-AID PROJECT

CONSTRUCTED UNDER 23 U.S.C. 117

INSTRUCTIONS: *State is to complete items 1 – 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

#9852

1. PROJECT NO. RHS-A560(2)	**2. COUNTY** Marion & Polk	**3. STATE** Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Repair the Substructure of the Willamette River (Independence) Bridge on South River Road in Marion and Polk Counties.

work Completed 2-15-85

5. CONTRACTOR'S NAME Hamilton Construction Co.	**6. CONTRACT AMOUNT** $ 836,802.00

7. NOTICE OF COMPLETION: *The above listed project has been completed and is ready for final inspection.*

SIGNATURE *(SHA OFFICIAL)* for C. O. Fredrickson

TITLE Construction Engineer

8. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY W. H. Kappus, Area Engineer	**9. DATE OF INSPECTION** 2/20/85

10. IN COMPANY WITH
Art Gottfried, OSHD, and Herb Schell, FHWA

RECEIVED
STATE HWY ENGR
MAY 7 '85
REFER TO
Fredrickson
FOR
info Inves R/D Sign Act File

NOTED
W. E. SCHWARTZ

11. REMARKS

WILLAMETTE RIVER (INDEPENDENCE) BRIDGE
SOUTH RIVER ROAD
Bridge Restoration

This project proveded for the replacement of the deteriorated pilings in the substructure of the approach spand.

5/1

The contract work was awarded to Hamilton Construction Company on July 30, 1984. Work started August 8, 1984, and was compleded February 15, 1985 overrunning the contract time by approximately 27%. A penalty will be assessed.

There were no major coat overruns or underruns. The project contractor used 190 calendar days to complete this project, overrunning the specified contract time by 40 days. A request for a time extension is anticipated and will be addressed in the final project acceptance report. At this inspection it was determined desirable to construct guardrail at the bridge ends. Completion of this guardrail work will be necessary prior to final project acceptance.

12. SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer	**13. TITLE** Area Engineer	**14. DATE** 5/2/85

Form FHWA-1446C
(Rev. 2-78)

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contract work has been satisfactorily completed and acceptance is recommended.

MARION COUNTY OREGON

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building. 220 High St. N.E. Salem, Oregon 97301

February 26, 1985

Mr. Walter J. Hart
Bridge Engineer
Oregon State Highway Division
329 Transportation Building
Salem, OR 97310

E. S. HUNTER

Re: Willamette River (Independence) Bridge No. 5789
Contract 9852

Dear Walt:

Now that the Independence Bridge rehabilitation contract has been completed, I would like to express our gratitude and appreciation for your efforts in making the project a reality. Without your personal attention and interest, I am sure that we would not have been able to arrange the funding in time to build the project in 1984.

The enthusiastic support that you and your staff provided us during the design and review process also proved invaluable in getting the job ready to bid in time for construction last year. As you know, timely completion of the work on the Independence Bridge was important to us for both safety and economic reasons.

Will you please pass along our sincere thanks to everyone in your office who worked on the project with us.

Sincerely,

W G Worcester

Willis G. Worcester
Senior Civil Engineer

WGW:al

cc: E. S. Hunter ✓

0226whosh.wgw

E. S. HUNTER
2-28-85
Circulate Coulter
Miller
ESH

RECEIVED
STATE HWY ENGR
FEB 27 '85
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

MARION COUNTY OREGON

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

February 26, 1985

Mr. Kenneth E. Husby
Region 2 Construction Engineer
205 East Salem Highway Building
Oregon State Highway Division
Salem, OR 97310

Re: Willamette River (Independence) Bridge No. 5789
Contract 9852

Dear Ken:

It was a pleasure meeting you during the final inspection of the Independence Bridge rehabilitation project. Now that the work is done, I would like to express to you our appreciation for the project management services provided by Art Gottfried and his staff. The enthusiasm, resourcefulness, fairness, and professionalism exhibited by Art, Lee Franklin, Chuck Hemenway, and Jeff Swanstrom contributed very significantly to the successful completion of the project.

The task of constructing the new substructure while the bridge was kept open to traffic gave rise to some unusual field problems. Art and his staff proved very adept both at solving the inevitable problems and in anticipating and avoiding potential difficulties. When they did come to me with a design or construction problem, they were always able to suggest at least one solution. This was particularly helpful throughout the job, allowing me to devote time to other design work.

I hope you will convey our sincere thanks to Art, and everyone else who participated in the rehabilitation of the Independence Bridge, for their dedication to making the project a success.

Sincerely,

Willis G. Worcester
Senior Civil Engineer

WGW:al
cc: E. S. Hunter

0226khosh.wgw

9852

August 13, 1984

CON 5

#9852

Hamilton Construction Co. (Oregon)
P.O. Box 659
Springfield, OR 97477

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 9852 for bridge repair on the Willamette River (Independence) Bridge Section of FAS-A560 (South River Road) in Marion and Polk Counties.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bk

Enclosure

cc: Hansen & Rowland Inc. of Oregon
5319 SW Westgate Drive, Suite 139
Portland, OR 97221

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Duane Christensen
Phil Stearns

Willis Worcester
Marion County
Dept. of Public Works
220 High St., NE
Salem, OR 97301

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P. O. BOX 659
SPRINGFIELD, OREGON 97477
(503) 746-2426

August 7, 1984
9:49 AM

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, Oregon 97310

Re: Contract 9852 Willamette River (Independence) Bridge

Dear Sir:

Enclosed are two (2) executed copies of the above contract. I have also enclosed 'Certificates of Insurance' as requested in your instructions. I did find the instructions a little confusing as to the naming of additional insured. Would indicate from your instructions that this was for workmens' compensation certificate, which I am sure was not the real purpose of the instructions.

We will also option to furnish 'Certificates of Deposit' with the First Interstate Bank of Oregon in lieu of retainage.

If you have any additional questions, please contact me.

Respectfully yours,
HAMILTON CONSTRUCTION CO.

John R Axtell
John R. Axtell
Contracts

JRA:encl.
c/c file

MEMBER: ASSOCIATED GENERAL CONTRACTORS

RECEIVED
AUG 9 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477
(503) 746-2426

July 13, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

RE: Willamette River
(Independence) Br. Sec

In compliance with the special provisions of the above project, following is documentation of our MBE participation:

Pacific Northwest Guardrail & Supply
3904 N.E. Union Avenue
Portland, Oregon 97212
287-2121

Item 1	L.S. $1100 =	$1100
9	100 LF @ $12.50 =	1250
10	4 ea @ $250.00 =	1000
11	4 ea @ $ 85.00 =	340

Romero/Cabrera Sign Const.
950 E. 37th Avenue
Eugene, Oregon 97405
342-7849

Item 3	336 sq. ft. @ $10.54 =	3541.44
6	L.C. @ 4811 =	4811.

12042.44 = 1.44% of bid

Both firms are in the current ODOT Certified Directory.

Our MBE Utilization exceeds the goal set to this job. We therefore request your approval of our efforts.

Very truly yours,

HAMILTON CONSTRUCTION CO.

Jack Hamilton

JACK HAMILTON
Vice President

RECEIVED
JUL 16 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JH:kp

cc Kay Turner

9852.

July 26, 1984

Marion County Board of Commissioners
Courthouse
Salem, OR 97301

AGR 4

Attention: Al Davidson
County Clerk

Polk County Board of Commissioners
104 Courthouse
Dallas, OR 97338

Attention: Violet Siddall Starks
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 8226

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for construction of the Willamette River (Independence) Bridge Section of FAS Route No. A560.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BHS-A560(2)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Marion
Polk
3. FROM Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40102

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/6/84
8. FEDERAL ROUTE NUMBER Secondary A560
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Willamette River (Independence) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's PR-9 dated 5/16/84 I approve the program change adding "Construction - Bridge Rehabilitation" to the character of proposed work.

RECEIVED
STATE HWY ENGR
JUN 11 '84
REFER TO Potter
FOH

Info	Inves	R/D	D/R	Sign	Act	File

orig to
6/11

14. DATE 6/6/84
15. SIGNATURE OF APPROVING OFFICIAL D.K. Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9152

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BHS-A560(2)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Marion
Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40102

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
6/6/84

8. FEDERAL ROUTE NUMBER
Secondary A560

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:

Willamette River (Independence) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 6/4/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $900,000, Federal Funds $720,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 5/16/84 that provisions of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
JUN 11 '84

40102

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/6/84

8. FEDERAL ROUTE NUMBER Secondary A560

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Willamette River (Independence) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

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☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

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The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
JUN 11 '84
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to 6/11

14. DATE 6/6/84

15. SIGNATURE OF APPROVING OFFICIAL G. K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

N

Marion County DPW
Willamette River
Marion County County

PRELIMINARY
ATTACHMENT A

Special Conditions for Material Removal/Fill Permit No. 3968

1. This permit authorizes the removal of up to ~~approximately~~ 1,200 cubic yards of material and the placement of up to ~~approx.~~ 1,200 cubic yards of material (backfill and concrete) in Section 28, T8S, R4W (Willamette River, mile 96.1 - Independence Bridge) to replace deteriorated wood substructure of bridge as outlined in the attached permit application, map and drawings.
2. Turbidity increase shall be limited to 10% increase above background as measured 100 feet below project.
3. The operation shall be conducted behind a berm sufficient to isolate the operation from the free flowing stream.
4. Waste materials and spoils shall be placed above the bankline.
5. Deteriorated wood substructure and other rubble shall not be disposed of on the bed or banks of any waters of this state without prior approval of the Division of State Lands.
6. There shall be no operation of equipment in the active flowing stream except to construct, maintain, and remove berm; such work shall occur only between June 15 and September 1.
7. At project's completion, all berm material shall be removed.
8. No removal of woody vegetation or equipment operation shall occur outside the working easement.
9. No fresh concrete shall come in contact with the active flowing stream.
10. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

May 30, 1984

MARION COUNTY OREGON

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

Febuary 9, 1984

Division of State Lands
ATTEN: MARGE AKERS
1445 State Street
Salem, Oregon 97310

RE: Willamette River
(Independence)
Bridge No. 5789
#071-0YA-2-005253

Dear Marge:

We have been advised to delete the riprap from the Independence project. We will request the Corps of Engineers to provide the riprap as a separate project within the next two years.

We would therefore like to withdraw our permit application for this project.

Sincerely,

Robert J. Hansen
Director of Public Works

WGW:paf

cc: Phil Stearns

[illegible]

January 17, 1984

AGR 4-2

Marion County Board of Commissioners
Courthouse
Salem, OR 97301

Attention: Al Davidson
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Polk County Board of Commissioners
104 Courthouse
Dallas, OR 97338

Attention: Violet Siddall Starks
County Clerk

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement to engage in a preliminary engineering study to prepare plans, specifications and cost estimates for the future construction of the Willamette River (Independence) Bridge Section of FAS Route No. A560.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment

bc: Gary Potter (agree. att.)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: H. S. Coulter
State Highway Engineer

DATE: November 15, 1983

FROM: Gary A. Potter, Manager Gary
Program Section

SUBJECT: Proposed HBR Project

Marion and Polk Counties are requesting approval of a project not included in the approved Six-Year Highway Improvement Program. The proposed project will repair and/or replace the deteriorated timber substructure and possible superstructure repairs. The length of the project is approximately 2,200 feet including the structure, and the roadway is 26 feet wide. No additional R/W is anticipated. Engineering by Marion and Polk Counties and the State.

JURISDICTION	SECTION	TOTAL FUNDS	FEDERAL FUNDS	COUNTY FUNDS
Marion & Polk Counties	Willamette River (Independence) Br., S. River Road, FAS-A560, PE Only	$75,000	$60,000	$15,000

The Region, the Bridge Section and this office have investigated this proposed project and confirmed its validity and financing under the bridge replacement program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

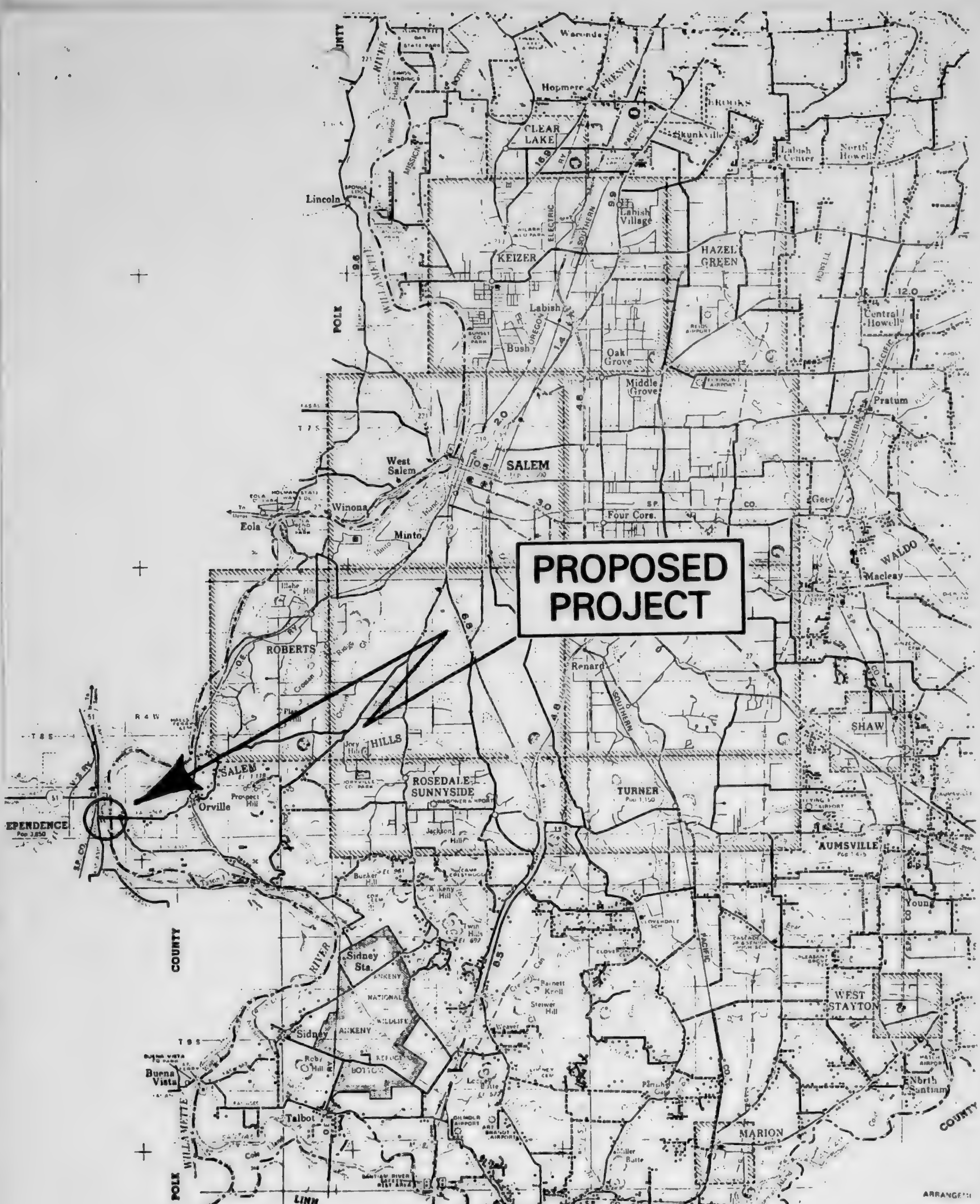
for State Highway Engineer

Date 11-17-83

HR:pf
Attachment

11/17
Orig to [illegible]
cy [illegible]

81-125-1387



PROPOSED PROJECT

Hopmere
Brooks
Clear Lake
Skunkville
Labish Center
North Howell
Lincoln
Labish Village
Keizer
Hazel Green
Central Howell
Labish
Bush
Oak Grove
Middle Grove
Pratum
West Salem
Salem
Winona
Eola
Minto
Four Cors.
Geer
Waldo
Macleay
Roberts
Renard
Shaw
Jory Hill
Hills
Salem
Orville
Prospect Hill
Rosedale
Sunnyside
Turner
Independence
Jackson Hill
Aumsville
Bunker Hill
Ankeny Hill
Twin Hills
Sidney Sta.
Ankeny National Wildlife Refuge
Sidney
West Stayton
Buena Vista
Talbot
North Santiam
Marion
Jefferson
Polk
Willamette River
County
Linn
Key to Counties

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Bridge Rehabilitation, Marion & Polk Counties
Oregon Willamette River (Independence)
Bridge No. 05789

Date: January 17, 1984

From: Division Administrator

Reply to Attn. of: HBR-OR/407.4

NOTED
H. S. COULTER

To: Mr. H. S. Coulter, State Highway Engineer
Attn: Mr. John H. Wood, Struc Maint Engr ✓

Attached is a computer printout dated December 23, 1983 concerning the SI&A cards submitted to our Washington Office in November for the above structure.

The sufficiency rating is 12.8, making the bridge eligible for rehabilitation. Please proceed with the design work necessary to get this critical structure repaired at the earliest possible date.

For Dale E. Wilken

NOTED
H. S. HUNTER

Attachment
Printout

cc:
OSHD (W Hart, Bridge Engr)
OSHD (D Harwell, County/City Coord)

RECEIVED
TECHNICAL SERVICES
JAN 19 '84
REFER TO
FOR

cy Hunter
TAA

RECEIVED
STATE HWY ENGR
JAN 18 '84
REFER TO John Wood
FOR

Info	Imes	R/D	D/R	Sign	Act	File
✓						

```
                                                                    STRUCTURE INVENTORY ANC APPRAISA
     12.8 SUFFICIENCY RATING (STRUC DEF)

                    IDENTIFICATION                                                         CLASSIFI
    (1) STATE                                        OREGON          (24) HIGHWAY SYSTEM
    (2) HIGHWAY DISTRICT                                 03          (25) ADMINISTRATIVE
    (3) COUNTY  047     (4) CITY/TOWN                  0560          (26) FUNCTICNAL CLASS
    (5) INVENTORY ROUTE                           1410A5600
    (6) FEATURE INTERSECTED CR 906 & WILLAMETTE RIVER                     STRUCTURE CATA
    (7) FACILITY CARRIED            SOUTH RIVER ROAD
    (8) STRUCTURE NUMBER                          05789      (27) YEAR BUILT                51
    (9) LOCATION              FAS A560 @WILLAMETTE R         (28) LANES ON STR C2 UNDER
   (10) VERT CLEARANCE                         99 FT 99 IN (29) ADT ON STR                C024
   (11) MILEPOINT                                      0.23 (30) YEAR OF ADT                19
   (12) RCAD SECTION NO                                0000  (31) DESIGN LOAD.              H-
   (13) DEFENSE BRIDGE LETTER                                (32) APP RDWY WDTH W/SHLD  28
   (14) DEFENSE MILEPOINT                              0.00 (33) BRIDGE MEDIAN             NO
   (15) DEFENSE SECTION LENGTH                          0.0 (34) SKEW
   (16) LATITUDE OOD  0.0'  (17) LONGITUDE OOCD  0.0' (35) STRUCTURE FLAREC
   (18) PHYSICAL VULNERABILITY                            1 (36) TRAFFIC SAFETY FTRS.      000
   (19) BYPASS DETOUR LENGTH                          22 MI (37) HISTORIC SIGNIFICANCE
   (20) TOLL                                   ON FREE ROAD (38) NAV CONTROL                 Y
   (21) CUSTODIAN                               CNTY AGENCY (39) NAV VERT CLEARANCE   040
   (22) OWNER                                   CNTY AGENCY (40) NAV HORIZ CLEARANCE 0140
   (23) FEDERAL-AID PROJECT NUMBER                          (41) OPEN OR CLOSEC        POST

                    CONDITION                          RATING
   (58) DECK                                              7
   (59) SUPERSTRUCTURE                                    7
   (60) SUBSTRUCTURE                                      3
   (61) CHANNEL & CHANNEL PROTECTION                      N
   (62) CULVERT & RETAINING WALLS                         N
   (63) ESTIMATED REMAINING LIFE                     03 YRS
   (64) OPERATING RATING                     612 3-3  12T
   (65) APPROACH ROADWAY ALIGNMENT                        3
   (66) INVENTORY RATING                     609 3-3  09T

                    APPRAISAL                          RATING
   (67) STRUCTURE CONDITION                               3
   (68) DECK GEOMETRY                                     4
   (69) UNDERCLEARANCE VERTICAL & LATERAL                 6
   (70) SAFE LOAD CAPACITY                                3
   (71) WATERWAY ADEQUACY                                 8
   (72) APPROACH ROADWAY ALIGNMENT                        7
```

```
STRUCTURE INVENTORY ANC APPRAISAL
                                                                          12/23/83

                          CLASSIFICATICN
N          (24) HIGHWAY SYSTEM                     FA SECONDARY, LOCAL
B          (25) ADMINISTRATIVE                                   OTHER
D          (26) FUNCTICNAL CLASS                           MAJOR RURAL
0
R               STRUCTURE DATA
                                           (42) TYPE SERVICE            HWY-PED    HWY-WTRWY
   (27) YEAR BUILT                5178     (43) STRUCTURE TYPE MAIN      STEEL /   GIR-FL SY
   (28) LANES ON STR C2 UNDER       02     (44) STRUCTURE TYPE APP       STEEL /   STR/MB GR
N  (29) ADT ON STR              CC2400     (45) NO OF SPANS MAIN                         009
B  (30) YEAR OF ADT               1981     (46) NO OF APPROACH SPANS                    0028
   (31) DESIGN LOAD               H-15     (47) TOTAL HORIZ CLEARANCE                26.0 FT
   (32) APP RDWY WDTH W/SHLD     28 FT     (48) MAX SPAN LENGTH                      0152 FT
D  (33) BRIDGE MEDIAN             NONE     (49) STRUCTURE LENGTH                   002214 FT
0  (34) SKEW                        00     (50) SIDEWALK        LEFT  3.5 FT RIGHT    3.5 FT
   (35) STRUCTURE FLAREC            NO     (51) BRIDGE RDWY WIDTH CURB TO CURB       26.0 FT
   (36) TRAFFIC SAFETY FTRS.      0000     (52) DECK WIDTH OUT TO OUT                35.0 FT
I  (37) HISTORIC SIGNIFICANCE              (53) VERT CLEARANCE OVER DECK        99 FT 99 IN
   (38) NAV CONTROL                YES     (54) MIN VERT UNDERCLEARANCE         10 FT 00 IN
Y  (39) NAV VERT CLEARANCE      040 FT     (55) MIN LAT UNDERCLEARANCE RIGHT          2.0 FT
Y  (40) NAV HORIZ CLEARANCE    0140 FT     (56) MIN LAT UNDERCLEARANCE LEFT           2.0 FT
   (41) OPEN OR CLOSEC          POSTED     (57) WEARING SURFACE                     CONCRETE

                                                     PROPOSED IMPROVEMENTS
ING
7                                          (73) YEAR NEEDED                             1984
7                                          (74) TYPE OF SERVICE                      HWY-PED
3                                          (75) TYPE OF WORK                             371
N                                          (76) IMPROVEMENT LENGTH                 000947 FT
N                                          (77) DESIGN LOADING                          H-15
S                                          (78) ROADWAY WIDTH                        0026 FT
T                                          (79) NUMBER OF LANES                           02
3                                          (80) ADT        002400     (81) YEAR         1985
T                                          (82) PROPOSED RDWY IMPROVEMENT YEAR          1984
                                           (83) APPROACH IMPROVEMENT                   RECON

ING
3                                          (84) COST OF IMPROVEMENTS              $1,200,000
4                                          (85) P E COST                             $40,000
6                                          (86) DEMOLITION COST                           $0
3                                          (87) SUBSTRUCTURE COST                 $1,000,000
8                                          (88) SUPERSTRUCTURE COST                  $15,000
7                                          (89)
                                           (90) DATE OF LAST INSPECTION             07/15/83
```

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 28, 1983

IN REPLY REFER TO
FILE NO.:

PLA 14-1

The Honorable Clifford W. Trow
State Senator
1835 NW. Juniper Place
Corvallis, OR 97330

Enclosed is a copy of a letter to the Monmouth-Independence Chamber of Commerce in response to their resolution on the Willamette River Bridge at Independence.

This letter summarizes the actions that are being taken by the Department of Transportation to insure that the Independence Bridge is restored to normal operating conditions as expeditiously as possible.

Fred
Fred D. Miller
Director

Enc.

Cliff - I have attached 2 other memos. I'm not certain whether many people who have shown an interest in DOT doing something recognize that this is a County bridge. Our role is to inspect the bridge, if requested to do so, and to channel federal funds - which must be approved by a local government committee. We did the inspection and are trying to move the funding along. F

December 23, 1983

PLA 14-1

Pat Tollisen, President
Monmouth-Independence Area
Chamber of Commerce
P. O. Box 401
Monmouth, OR 97361

Willamette River Bridge at Independence

We appreciate the concern of the people of the Monmouth-Independence Area with the current load restrictions on the Willamette River Bridge at Independence. I assure you that the Oregon Department of Transportation is cooperating with the counties in efforts to advance bridge rehabilitation funds for this project.

The counties were given approval of funds for engineering studies for the rehabilitation on November 29, 1983. The request for approval of construction funds will be taken before a State-City-County Advisory Board in February 1984. The Board administers the allocation of available Federal highway bridge funds to projects not on the state highway system. It is the intention to recommend to the Committee that the Independence Bridge be given a high priority for funding in 1984. This action will require the deferral of one or more projects which have previously been approved for funding in 1984. We believe that the committee will acknowledge the importance of the Intependence Bridge and will concur with our recommendation.

The Marion County Engineering Department is preparing the plans for the rehabilitation of the Independence Bridge. They anticipate contracting the work in May 1984 with an anticipated six-month construction schedule. The Oregon Department of Transportation will do everything possible to assist the counties in meeting that schedule.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

WJH:jrb ge

bc W. J. Hart

CLIFFORD W. TROW
State Senator
BENTON AND POLK COUNTIES
DISTRICT 18

HOME ADDRESS
1835 N.W. Juniper Place
Corvallis, Oregon 97330

COMMITTEES
Chairperson:
Education
Vice-Chairperson:
Revenue
Member:
Human Services and Aging
Transportation and Tourism

OREGON STATE SENATE
SALEM, OREGON
97310
(503) 378-8801
1-800-452-7813

RECEIVED
STATE HWY ENGR

DEC 22 '83

REFER TO
Dist

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

Dist
12-30

December 19, 1983

Fred D. Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Fred:

Recently I have been informed that the Willamette River Bridge at Independence has been placed in restrictive use because of some structural weakness in the bridge. I am in receipt of resolutions from both the City of Independence and the Monmouth-Independence Chamber of Commerce requesting that steps be taken immediately to restore the bridge so that it is useable by all commerce and emergency vehicles without restriction and to ensure the integrity of the water line which is attached to the bridge.

I have also heard from a number of farmers who must use the bridge to move either their equipment or their produce. They are eager to have the bridge repaired so that they can have easy access to their farms or to their market place.

I would be most appreciative if you could have a staff person who is an expert on bridge repair look into the situation so that we can find a means of putting the bridge back in good condition as soon as possible.

Sincerely,

Cliff

Clifford W. Trow
State Senator

cc: William M. Horner, Mayor
    Pat Tollisen, President

CWT:dp

RECEIVED
DOT DIRECTOR

DEC 21 '83

REFER TO
Coulter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

Monmouth-Independence Area

CHAMBER OF COMMERCE

P.O. BOX 401, MONMOUTH, OREGON 97361

A Resolution Requesting
Emergency Attention for
the Independence Bridge.

WHEREAS, the Monmouth-Independence Area Chamber of Commerce is concerned about the health and safety of area citizens, and

WHEREAS, the deterioration of the Willamette River Bridge at Independence has resulted both in the imposition of load limits that restrict commerce, and threatens the interruption of a vital community water supply, and

WHEREAS, such threats to health, safety, and commerce negatively impact Monmouth, Independence, and surrounding areas, therefore,

IT IS RESOLVED BY THE BOARD OF DIRECTORS OF THE MONMOUTH-INDEPENDENCE AREA CHAMBER OF COMMERCE:

That the County Commissioners of Polk and Marion Counties, Oregon, the Oregon Department of Transportation, the Federal Highway Dept., State legislators, and U.S. legislators are requested and urged to take immediate steps to restore such bridge so that it is usable by all commerce and emergency vehicles without restriction, and to ensure the integrity of the water line which is attached to said bridge.

Adopted by the Board of Directors of the Monmouth-Independence Chamber of Commerce on November 17, 1983.

Pat Tollisen
Pat Tollisen, President

RECEIVED
TECHNICAL SERVICES
DEC 13 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ATTEST:
Merry Ann Blanchard
Merry Ann Blanchard, Manager

monmouth-independence
try us first

cys V. E. Winter
Gary Patter
C. O. Frederick
12-12-83

[illegible] Hart
12/9 [illegible]

RECEIVED
DEC 14 1983
BRIDGE SECTION

RECE
DEC 1[illegible] 1983
BRIDGE SECTION

GENERAL FILES

LEG

December 9, 1983

Southeast Polk Rural Fire
  Protection District
144 S. Warren Street
Monmouth, Oregon 97361

The Department of Transportation has received your resolution requesting and urging immediate steps be taken to restore the Independence Bridge to full load capacity.

A request has been received from Marion and Polk Counties for funds from the U. S. Government administered by the Highway Division. The request is being handled through the Federal Highway Administration.

Marion County will prepare plans for the repairs when authorization is received. All agencies involved are working together to achieve early rehabilitation of the structure. The Highway Division also shares your concern with the need for its immediate repair.

W. E. Schwartz
Assistant State Highway Engineer

WES:sh:jc

bc C. O. Fredrickson

RESOLUTION

WHEREAS, the Southeast Polk Rural Fire Protection District is charged with the protection of persons and property from fire in portions of Polk and Marion Counties, Oregon, and

WHEREAS, the deterioration of the Willamette River Bridge at Independence, Oregon has resulted in the imposition of load limits that prevent the operation of all the District's rated fire apparatus over such bridge, and

WHEREAS, this has resulted in a portion of the District being isolated from the District's fire stations and thus left without effective fire protection from the District, now, therefore,

IT IS RESOLVED BY THE BOARD OF DIRECTORS OF THE SOUTHEAST POLK RURAL FIRE PROTECTION DISTRICT:

That the County Commissioners of Polk and Marion Counties, Oregon, the Oregon Department of Transportation and the government of the United States of America are requested and urged to take immediate steps to restore such bridge so that it might be passable to emergency vehicles of the District to assist in the protection of lives and property within the affected portion of the District.

IT IS FURTHER RESOLVED that the Secretary of the Board shall send copies of this Resolution to all public agencies involved.

ADOPTED by the Board of Directors of the Southeast Polk Rural Fire Protection District on November 17, 1983.

Williams
Ivan A. Williams - Chairman

Attest:
Peter Glennie
Peter Glennie - Secretary

RECEIVED
STATE HWY ENGR
NOV 21 '83
REFER TO
Fredrickson
FOR
Info | Inves | R/D ✓ | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
NOV 21 '83
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

37/ai

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BHS-A560(2)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Marion & Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40102

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/29/83
8. FEDERAL ROUTE NUMBER Secondary A560
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Willamette River (Independence) Bridge #5789

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Swan's PEA dated 11/29/83 you are authorized to proceed with preliminary engineeing, including archeological salvage and utility preparatory work, up to PS&E preparation at a TEC of $75,000 Federal Funds $60,000.

RECEIVED
STATE HWY ENGR
DEC 1 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig. to
12/1

14. DATE 11/29/83
15. SIGNATURE OF APPROVING OFFICIAL G.K. Hassner
16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

PROJEC, PROSPECTI S
PART 4 — SURVEY AUTHORITY

Marion Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Willamette River (Independence) Bridge Co Rd A560

REGION
2

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1	524-1908	11/2/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 5,000	$ 5,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 500	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY	400	400
903 LOCAL GOVERNMENT	42,000	40,000	918 LOCATION	100	100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN	3,000		920 PROGRAM MANAGEMENT	200	100	937 HYDRAULICS	3,000	3,000
906 BRIDGE DESIGN	6,000		921 SPECIFICA-TIONS	2,500		938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	200	200	950 TRAINING	1,000	500
910 REGION GEOLOGIST	2,000	2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	500		925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	8,000	8,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	500	500	932 RAILROAD & UTILITIES					
						TOTALS	$ 75,000	$ 59,800
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BHS-A560(2)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for repair and/or replacement of the existing structure. P.E. only this phase.

Approved Phase I only

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards ~~Stoudenmeyer~~ E
Terpin
3 Trout
Wakerlig

RECEIVED
JAN 24 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ...../...../.....
Action

Apprvd By Hwy Engr 11-17-83 for

PREPARED BY	DATE 11/2/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 11-28-83
RECOMMENDED, REGION ENGINEER X by Phillip O.	DATE 11-3-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-29-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02072

SECTION Willamette River (Independence) Br. Sec. # 5789

REGION 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM 0.00 TO 0.5	LENGTH 0.5 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Marion/Polk	ROAD/STREET NAME
ROUTE #	FEDERAL AID # A560	APPLICANT (IF OTHER THAN STATE) Marion County	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 75	GRADING (✓)		FILES (#)	N/A
RIGHT OF WAY	$ 0	PAVING (✓)		ACRES (#)	
ROADWAY	$ 50	STRUCTURES (✓)	✓	RELOCATIONS (#)	
STRUCTURES	$ 1,015	SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	A
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	A
TEMPORARY PROTECTION	$ 15			RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 432	DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION	$ 1,512	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$ 1,587				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	on shldr.
AVERAGE DAILY TRAFFIC	2,400	
YEAR OF AVERAGE DAILY TRAFFIC	1980	

DEFINE THE PROBLEM

The timber substructure of the existing bridge is deteriorated. Investigation of the super-structure may reveal deficiencies there also. Some minor work is needed on the approach fills.

PROPOSED SOLUTION

Do the preliminary engineering necessary to fully investigate structural deficiencies, design the repair and prepare for the repair and/or replacement of the existing bridge. P.E. only this request.

REQUESTED, REGION ENGINEER X by Phillip D. Ste	DATE 11-3-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJEC PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Willamette River (Independence) Bridge

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N ✓	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	A S	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	A S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	A S	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	A S	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N S	RR ENCROACHMENT	N	▨		SIGNALS	N/A	OLD (#)	NEW (#)

RIGHT-OF-WAY S				UTILITIES	(LIST BELOW)
ACQUISITIONS		RELOCATIONS		COMPANIES	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)	City of Monmouth water line Pacific Northwest Bell Tel.	
N/A					

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED 45 MPH	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
on shldr.	5'	—	—	2'	—	—	11'	— *	11'	—	—	2'	—	—	5'	on shldr.
								SAME								

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class "B" AC	4"				
Treated Base	11"				

STRUCTURE DATA

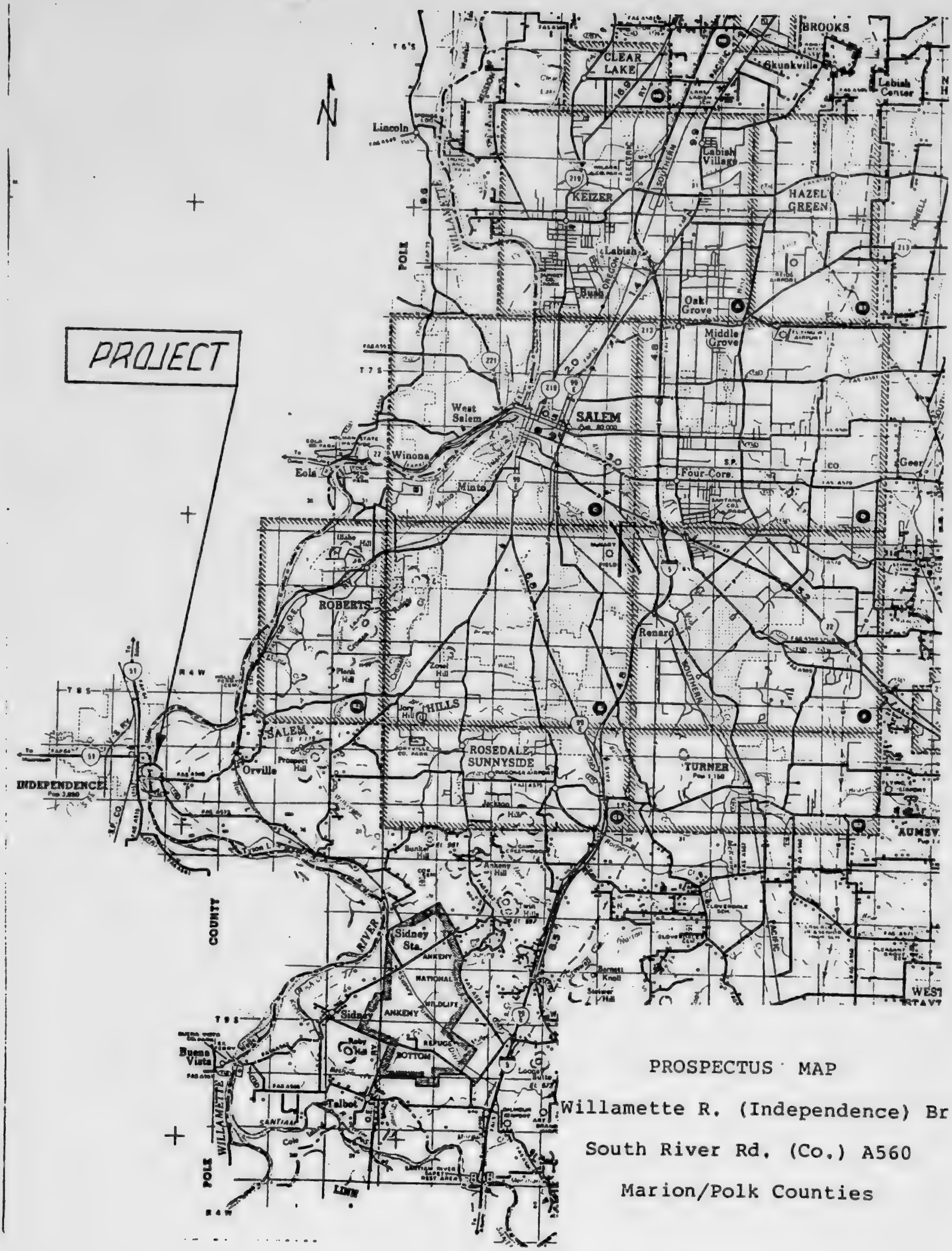
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
No. 5789 BRIDGE 1	2,214'	36'	$ 1,015,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)


PROJECT
N
T 6 S
BROOKS
CLEAR LAKE
Skunkville
Labish Center
Lincoln
Labish Village
KEIZER
HAZEL GREEN
POLK
WILLAMETTE
Labish
Bush
Oak Grove
Middle Grove
T 7 S
West Salem
SALEM
Winona
Eola
Minto
Four Cors.
Geer
ROBERTS
Renard
Plank Hill
Zosel Hill
Jory Hill
HILLS
R 4 W
T 8 S
SALEM
INDEPENDENCE
Orville
Prospect Hill
ROSEDALE SUNNYSIDE
TURNER
Jackson Hill
AUMSV
Bunker Hill
Ankeny Hill
COUNTY
RIVER
Sidney Sta.
ANKENY
NATIONAL
WILDLIFE
REFUGE
BOTTOM
Sidney
Roby Hill
Barnett Knoll
WEST STAYT
T 9 S
Buena Vista
Talbot
Cole
WILLAMETTE
POLK
LINN
R 4 W

PROSPECTUS MAP

Willamette R. (Independence) Br.

South River Rd. (Co.) A560

Marion/Polk Counties

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
WILLAMETTE RIVER (INDEPENDENCE) BRIDGE

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

May require construction easements for access.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No land use impacts; consistent with plans.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Rehabilitation of the substructure would not affect traffic variables.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The Willamette River is a major stream. The rehabilitation work would not affect those piers in the main streambed, only the bents in the overflow area.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

The proposed project would cross a portion of the Willamette Greenway.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project would require minimal right-of-way and no significant impact potential is foreseen.

OTHER DOCUMENTATION

Willamette Greenway Permit

NOTE: If additional project investigation finds a need to replace the total structure, the project will be reassessed.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Phillip O. Stearns	378-2626	

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

November 22, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Willamette River (Independence) Bridge
A560
Marion/Polk Counties
BRS-A560(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
January 13, 1984

cc:
J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Unit
Cost & Records Spec.
Surfacing Design
General Files
D. O. Christiansen
Mike Shultz
William Fretwell
Richard Kuehn
Don Keyes (8)
Dave Talbot

CMG:lm

Attachments (4)

cc: U.S. Coast Guard, 13th District, ATTN: John Mikesell w/attach

CONCUR:

1/12/84
Division Administrator Date
FHWA OREGON DIVISION

USCG concurrence by letter dated 1/9/84

Form 734-3122

U.S. Department
of Transportation
**United States
Coast Guard**

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (oan)
Phone: (206) 442-5864

16591
Serial 011
9 January 1984

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N. E.
Salem, Oregon 97301

Dear Mr. Wilken:

We have reviewed the additional information forwarded by your letter HPD.1-OR, dated December 30, 1983, regarding project classification for the project:

Oregon Project BRS-A560 (-)
Willamette River (Independence) Bridge
Marion/Polk Counties

Assuming there are no significant wetland impacts, it appears that the project is properly classified as a catagorical exclusion.

Sincerely,

John E. Mikesell

John E. Mikesell
Chief, Bridge Section
By direction of the District Commander

Copy to: OSDOT, Highway Division
ATTN: Campbell M. Gilmour

RECEIVED
ENVIRONMENTAL
SECTION

JAN 12 1984

Referred to		Manager	
Proj. Coord.		Res. Coord.	
Eng. Coord.		Adm. Asst.	
Sec.		File	

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
WILLAMETTE RIVER (INDEPENDENCE) BRIDGE

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

May require construction easements for access.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No land use impacts; consistent with plans.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Rehabilitation of the substructure would not affect traffic variables.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The Willamette River is a major stream. The rehabilitation work would not affect those piers in the main streambed, only the bents in the overflow area.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

The proposed project would cross a portion of the Willamette Greenway.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project would require minimal right-of-way and no significant impact potential is foreseen.

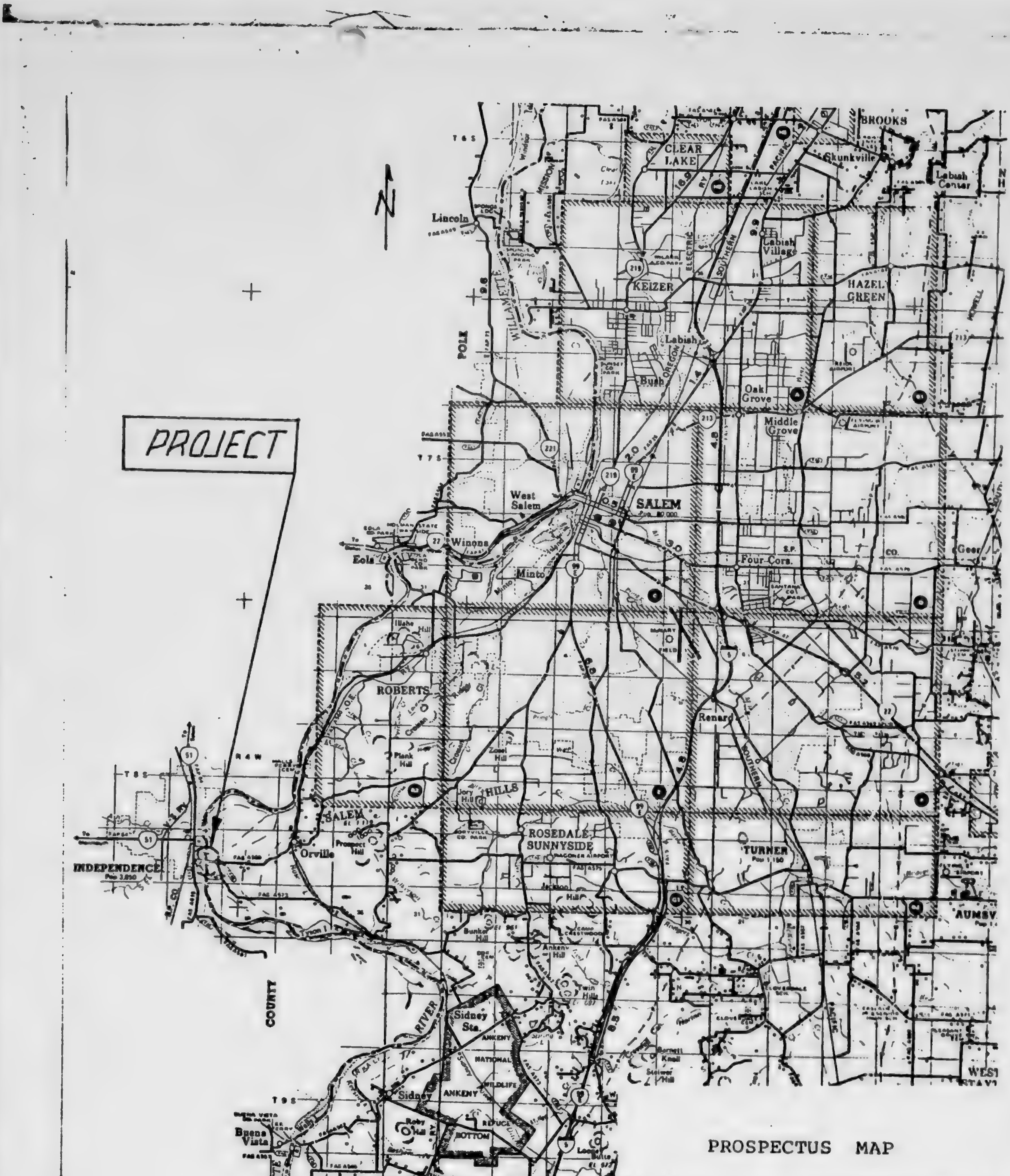
OTHER DOCUMENTATION

Willamette Greenway Permit

NOTE: If additional project investigation finds a need to replace the total structure, the project will be reassessed.

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Phillip O. Stearns	378-2626	

734-1913 (7-82)


PROJECT
N
BROOKS
CLEAR LAKE
Skunkville
Labish Center
Lincoln
Labish Village
HAZEL GREEN
KEIZER
Labish
Bush
Oak Grove
Middle Grove
POLK
WILLAMETTE
West Salem
SALEM
Winona
Eola
Minto
Four Cors.
Illahe Hill
ROBERTS
Renard
Plank Hill
Zosel Hill
HILLS
SALEM
Orville
Prospect Hill
INDEPENDENCE
ROSEDALE
SUNNYSIDE
TURNER
AUMSV
Jackson Hill
Bunker Hill
Ankeny Hill
Twin Hills
COUNTY
RIVER
Sidney Sta.
ANKENY
NATIONAL
WILDLIFE
REFUGE
Sidney
BOTTOM
Buena Vista
Talbot
WILLAMETTE
POLK
LINN
SANTIAM
T 6 S
T 7 S
T 8 S
T 9 S
R 4 W

PROSPECTUS MAP

Willamette R. (Independence) Br.

South River Rd. (Co.) A560

Marion/Polk Counties

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

In Reply Refer to File No.:
5789

October 31, 1983

RECEIVED
STATE HWY ENGR
NOV 2 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Robert Hansen
Marion County Engineer
County Courthouse
Salem, OR 97301

Ralph Blanchard
Polk County Surveyor
County Courthouse
Dallas, OR 97338

Willamette River Bridge (Independence)
FAS Route 560
Marion/Polk Counties
BR 5789

Enclosed is a letter from the Federal Highway Administration expressing their concern with the structural condition of the Willamette River Bridge at Independence. These concerns parallel our discussion with the two counties on October 28.

We have reviewed Mr. Worcester's analysis of the condition of the approach span's pile bents and concur that the bridge should be posted for 8 Tons. The posting should be implemented as soon as possible.

We have reviewed the available Highway Bridge Replacement Funds and believe that with an adjustment of priorities, repairs to the Independence Bridge can be programmed for Fiscal 1984. The recommendation for funding will be taken before the Highway Bridge Replacement Advisory Board for concurrence in February 1984.

In the interim, a request for preliminary engineering funding will be expedited in order that Marion County can proceed with development of a repair procedure and refinement of project costs.

Walter J. Hart jrb
Walter J. Hart, P.E.
Bridge Engineer

WJH:jrb
Enclosure
bc: H. S. Coulter /w/ enclosure
E. S. Hunter /w/ enclosure
Gary Potter /w/ enclosure
Frank Terpin /w/ enclosure

C. O. Fredrickson
John Wood
Herb Schell, FHWA

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Willamette River Bridge
Independance Bridge No. 5789
FAS Route 560 Marion-Polk County

Date: October 27, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR/407.3

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

On October 25 our Division Bridge Engineer reviewed the Willamette River Bridge at Independence. The review was performed to determine the extent of the bridge deficiency and explore possible procedures for funding the repair. The various county, city, and state people participating in the review are listed below:

Bob Hensen	Marion County
Bill Worcester	Marion County
David Steenson	Marion County
Ralph Blanchard	Polk County
Clarence Swenson	Polk County
Don Melligan	Chief, Fire District
Stan Kenyon	Monmouth City Manager
John Wood	ODOT
Don Brant	ODOT
Fred Lucht	ODOT
Herb Schell	FHWA

RECEIVED
STATE HWY ENGR
OCT 31 '83
REFER TO Dart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

cy

✓ We found the bridge in very poor repair and are concerned about the safety of the traveling public. We feel the bridge needs immediate posting.

There are at least 36 piles in various stages of decay. In two 5 pile bents, three piles on one side show extensive decay and are providing very little if any support.

Immediate action must be taken to provide additional support at these two bents for any heavy loads. Further action should be initiated to inspect the entire structure including both approaches.

It is felt that a rehabilitation project should be initiated using Bridge Replacement funds. If this is desirable Federal

Highway stands ready to expedite any reasonable request. Please note this structure is not on the current bridge replacement list. The substructure condition is much lower than the 5 shown in the last inspection report in July 19, 1983.

Please inform the county of our concern.

Robert B. Hathaway
for Dale E. Wilken

cc:
OSHD (W Hart)
OSHD (J Wood)
OSHD (D Brant)
OSHD (F Lucht)

SERIES TITLE:

Contracts

LAST RECORD
IDENTIFICATION:

Contract # 9852

OMI

Oregon Micro-Imaging, Inc.

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Eugene, OR 97402
503/687-9585

14915 SW 72nd Ave.
Portland, OR 97224
503/620-3333

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